

SEPTEMBER 26, 1952

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1/-

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Superb riding comfort - cushioned suspension \* 5 to 6-seater roominess - ample luggage space

*You'll find them ALL in-*

\* Absolute dependability - real economy



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By Appointment to the late King George VI  
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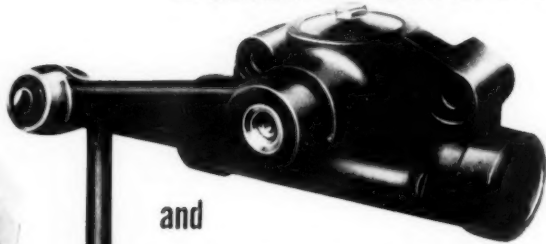
## The NEW HUMBER HAWK

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Use only Girling Wakefield  
crimson brake fluid. The use of  
alternative fluid will not only  
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OCTOBER

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No extra charge for entering your car in the competition. The normal Measham sale terms apply: £1 entry fee (includes engineer's report and reserve valuation) or £2 owner's own reserve (£1 returnable if reserve reached).

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**J. B. Hay**, Motoring Correspondent of the "Birmingham Post".

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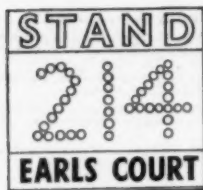
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(PATENT No. 408963)

Not the makers—but actual users—report increases of between 10% and 30% in mileage per gallon after fitting the VOKES Gasmaster. This is equivalent to saving the recent price increase on petrol—and more! Nor is that all! The VOKES Gasmaster Distribution Rectifier has a remarkable effect upon engine performance. It brings smoother running at all engine speeds... increased acceleration... easier starting from cold with less choke. This is a scientifically designed accessory, perfected after years of research, available for British and American cars. It can be fitted in a few minutes. No maintenance worries—nothing to replace during use.

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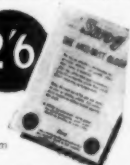
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2/6



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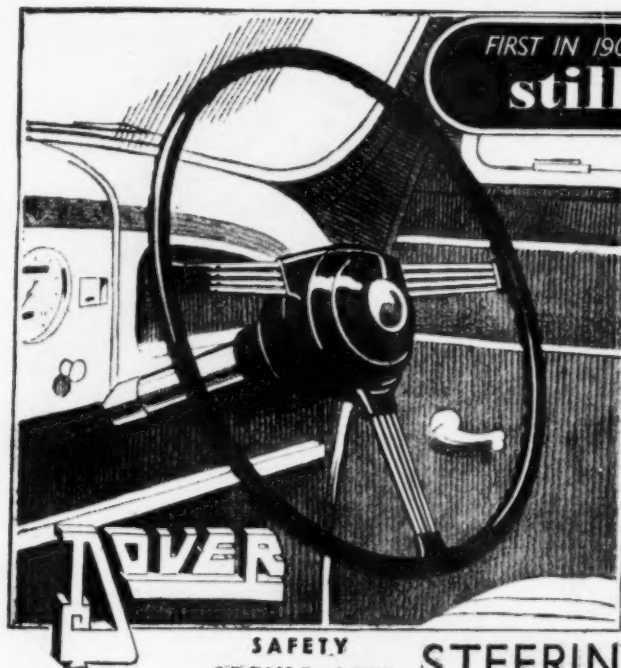


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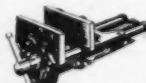
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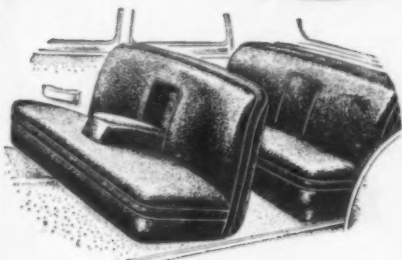
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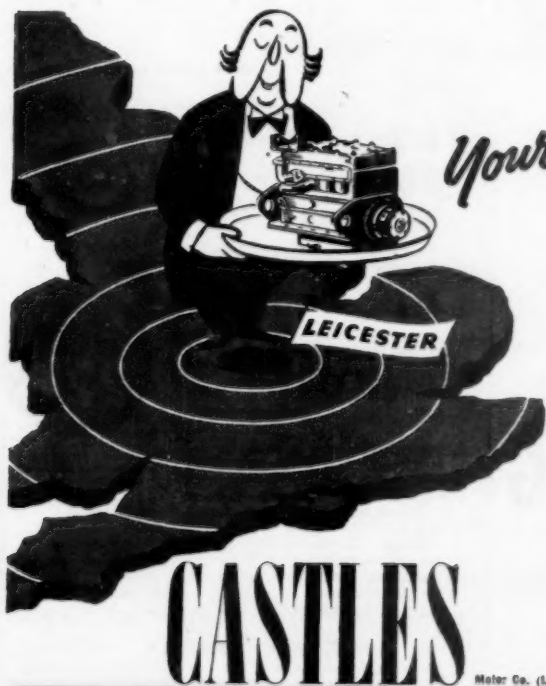
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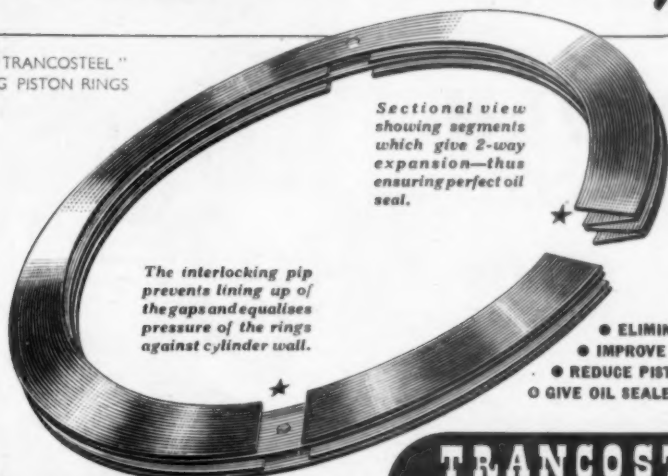
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Write for Descriptive Leaflet and name of Local Fitting Agent to:  
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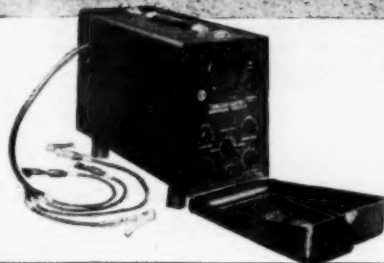


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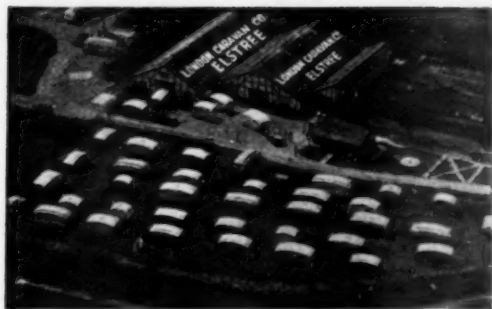


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Photograph by courtesy of Jaguar Cars Limited.

The Jaguar Mark VII (as are all other Jaguar Cars) is fitted with a Burgess Exhaust Silencer.  
MANUFACTURED BY BURGESS PRODUCTS CO., LTD., SILENCER DIVISION, HINCKLEY, LEICESTER.



Well, shiver my timbers!

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Look! Here comes a jitterbus! What thoughts joggle about in the driver's mind? Does he wonder "Is my insurance premium paid?" or does his past life flash before his eyes in a series of disturbing flickers?

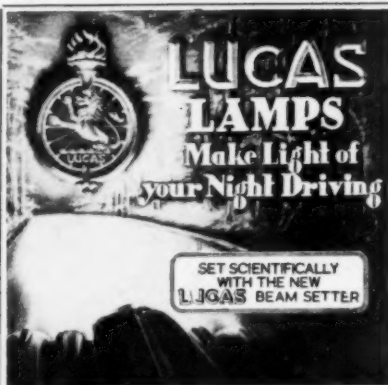
A more knowledgeable man would, of course, have placed a 'Jac' Spring Washer under every nut, and thus ensured that his car (sic) would have held together, whatever became of his personal joints. Then his motoring would have been carefree... if still slightly bruise-making.

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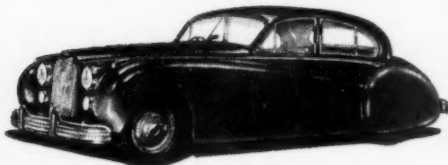
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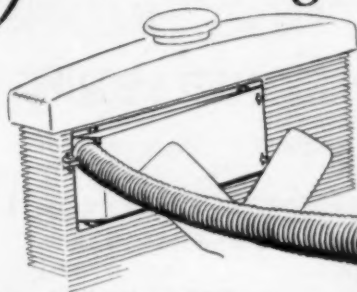
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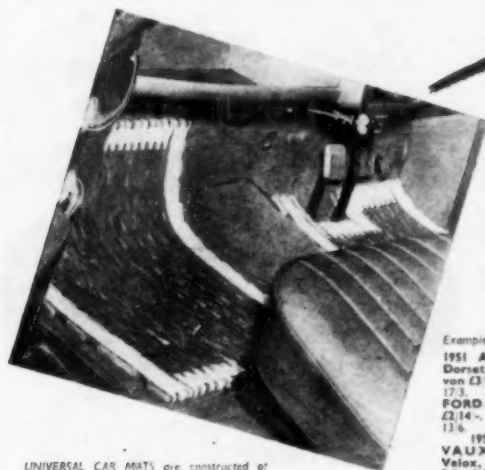
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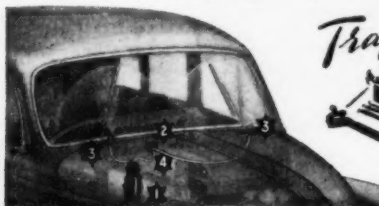
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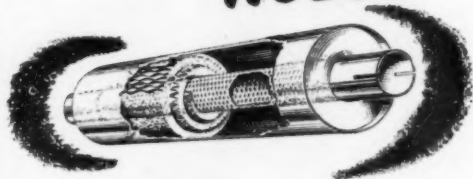
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# The Autocar

FOUNDED 1895

No. 2965

FRIDAY, SEPTEMBER 26, 1952

Vol. XCVII

## The Widening Gap

IF the Government has not already decided on the return of branded spirit by the time this issue reaches print, it should be instructive for those with the power of decision to study the trend in octane numbers of U.S.A. motor spirit; these were given by a member of the American Petroleum Administration for Defence, and as they were quoted by the Research Method (there is no direct conversion factor) the Research number of British Pool must be quoted for purposes of comparison; this will not exceed 75 for the Motor Method rating of 70-72. American premium grade spirit was 91.1 octane in April of this year; in April, 1951, it was 90.7. In the meantime, the tetra-ethyl-lead content had been reduced by about 11 per cent, and stood at 1.7 c.c. per gallon. By the end of 1953 the increased catalytic cracking capacity alone will have led to a further increase of two octane numbers; thus U.S. premium grade spirit will be about 93 octane.

By 1955 the American experts believe that the octane number of premium grade spirit will have risen to 96, with "regular" spirit at 88, and it must be borne in mind that these figures will be capable of further raising by once more increasing the t.e.l. content. But even without that, the gap between American premium grade fuel—which will be available in most countries—and British Pool will be no less than 21 octane numbers if Pool continues in this country.

Other things being equal, the design of an engine for 96 octane fuel may well differ radically from one designed for fuel of 75 octane, and although the latter can be modified to use the better fuel it will be notably less efficient than the unit specifically designed for that rating. Moreover, the prestige-earning manufacturer who wishes to make a high-performance engine to utilize high-octane fuel to the best advantage needs to start thinking about the design as early as now for a production date such as 1955.

How can a British manufacturer be expected to do this? Unless he is certain that such fuel will be available the time and money expended may be wasted and must, in any case, be additional to the expenditure on a design for a lower octane rating, necessary if Pool continues. In fact, then, for 1955 a manufacturer of high-performance cars must design two engines without knowing which will be used.

## Split the Difference

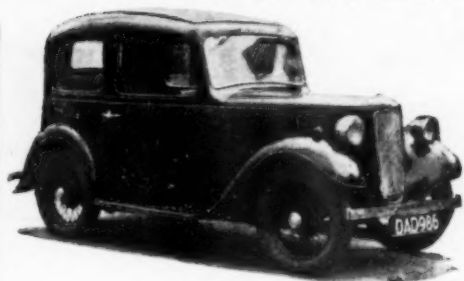
RUMOUR has it that the Government is contemplating increasing the foreign travel allowance to £50 for 1953, and it is to be hoped that this will happen. The arguments in favour of an increased allowance are familiar: "tourism" is a two-way traffic, and if British tourists are not permitted to circulate freely abroad foreign tourists cannot be expected to visit Britain; moreover, a reputation as the misers of the modern world is not an enviable one, and anyone who doubts how far the prestige of the British tourist has dwindled in this respect should have a frank talk with a French hotel proprietor—and not only one whose hotel is internationally famous.

There is no doubt that £25 is barely sufficient for fourteen days' holiday in countries such as France, where a favourable and special tourist rate of exchange does not apply, as it does in Spain, for instance. To blame the rise in French prices for this, and thus indirectly the French for mismanagement, amounts to impertinence. However, as readers of this journal will be aware, we have never subscribed to the notion that it is impossible to have a cheap holiday in France, although the margin of safety on £25 is very narrow.

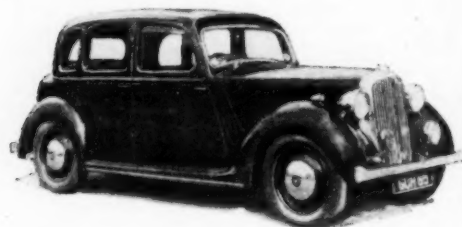
What has always seemed odd about the foreign allowance is the rigidity of the official mind in deciding the figure. It has been at various times £35, £100, £50, and £25. Surely it is capable of a finer adjustment than this? During the time that it stood at £100 it might well have been held to £50, which was ample at that period, and the money thus saved might have permitted the allowance during the past year to have been, say, £35, which would have been adequate if not generous.



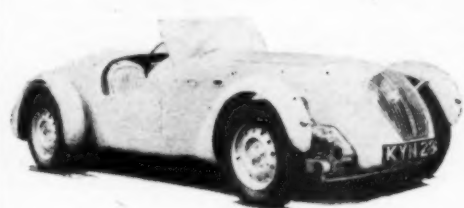
1948 4½-litre Bentley Mark VI saloon.



1938 Austin Seven Ruby saloon.



1946 Rover Ten saloon.



1950 Healey Silverstone 2-seater.

## TAKING STOCK OF USED CARS

*Impressions, Comments and Conclusions  
Used Cars on the Road*

*Inspired by "The Autocar's" Tests of  
By . . . . Michael Clayton*

**B**EFORE propagating any conclusions drawn from the series of used car tests described in *The Autocar*, it is worth delving briefly into the record of just what has been included. Since the post-war series started in the issue of March 30, 1951, 42 cars have been through the mill, and, of course, it is the post-war series of tests only that is being considered. Of these, 25 have been post-war models and 17 have been pre-war.

These two figures merit further reference, because readers have sometimes directed objections at some of the more modern cars tested, and have added the accusation that too many costly cars are included in the series. That this is too hasty an assumption is suggested by these totals, but there may be some truth in the thought that generally only cars in good condition (and therefore not really cheap) are accepted for test—but more on this theme of selection later.

Every car that has been tested is listed in the table on the opposite page, and it will be seen that the average age has so far been about nine years. After nine years of continuous service no car may be described as being virtually new, and I think it may fairly be said that as a whole the present series has indeed been one of "Used Cars on the Road."

The oldest cars tested were three of 1931 origin, including two vintage-type Bentleys: a blown 4½-litre, and an unsupercharged 4-litre with a Mulliner body. The most recently made cars have been four of 1950 origin: an Austin Sheerline, a Bristol 401, a Silverstone Healey and a TD M.G. Foreign cars have been appropriately represented

with four widely differing models: a 1938 Packard drop-head coupé, a fabulous 1938 540K supercharged Mercedes-Benz of the type made famous by members of the Hitler hierarchy, a 1939 Fiat 500 four-seater, and a very pleasant Delahaye—four cars representing respectively the U.S.A., Germany, Italy, and France; the main centres of car construction abroad.

Of the British *marques* the series has included five cars by Austin, four by Alvis, Bentley and Morris, three by Rover, two by Humber, M.G. and Riley, and one by each of the following: Aston Martin, Bristol, Daimler, Ford, Healey, Jaguar, Lea-Francis, Rolls-Royce, Standard, Sunbeam-Talbot, Triumph and Wolseley.

It has been suggested that the purpose of these tests should be to inform the impecunious of what reasonably good cars are available at the most moderate prices. Certainly there is some force in this—but the tests go much further in an attempt to include everyone's idea of a suitable mount, including all ranges of price and age. Consequently, such cars have been included as the modern Mark VI Bentley and Bristol 401, and the 1938 Austin Seven and the 1939 Ford Eight; and for the sporting enthusiast a Silverstone Healey, and two old Bentleys and an Aston Martin.

From the used car road test reports it should be possible to obtain some indication of what is available at certain prices ruling at a given time; and, if anyone has a specific model in mind, there should be a chance of discovering in

what state he may expect to find such a model at a particular price. Price is again involved when, as at the present time, there is a downward trend in progress. I make no apology for this particular reference to used car prices, for they are obviously important when a road test report is studied with a view to making a similar purchase.

But, of course, much more than cost and availability is involved. That boopy design which caught the eye upon its introduction just after the war; how does it look and behave now? What about those fine quality cars of the pre-war period? Have they stood up to the vagaries of so many years' service? And, also, those classic vintage cars—how do they really compare now with their modern counterparts?

The perennial question of why cars are not usually tested which are in the lowest price range of all—and which are therefore of widest interest—needs little explanation. Clearly a car priced in the lowest range is not likely to be in a good condition by test standards unless some very special circumstances surround the particular car. Excluding these exceptions for a moment it would probably be found, for example, that the old-fashioned braking system was so bad by modern standards that the car would be unsafe on the busy roads of 1952—and it would be this journal's duty to say so.

### Price and Condition

Who would put up a car for test knowing that this conclusion was inevitable? On other cars a specially low price may mean that the engine is in need of extensive and expensive overhaul, or that the chassis, body, tyres and so on are in very bad condition; or that the wiring is so bad that were the battery not a dud the car would have burst into flames long ago! This is not always the case, but isolated examples of cars in the safe "good-runner" class may only be misleading when taken as generalizations. No, the nine-years-old average age already mentioned is at least a fair balance, and there is the additional thought that some description of how different cars are faring after plenty of use is of wider interest than simply to intending purchasers.

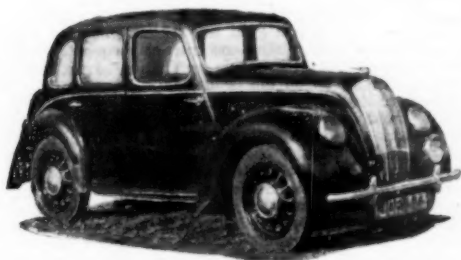
From the laconic references to the miles that can be put into the hour by new cars driven hard on test it might be

thought that a used car may suffer in condition while being submitted to the used car test procedure! Actually the subsequent purchaser is kept carefully in mind, and any clutch weakness, for example, automatically precludes standing start acceleration testing. This is also the reason why the maximum speed used in acceleration tests, and on the road, is kept well within the bounds of a car's capabilities in its condition at the time.

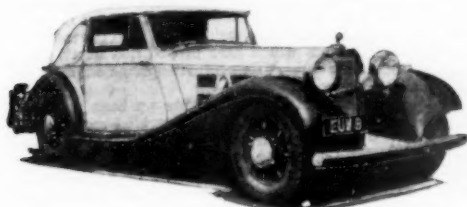
In general, each car is given a run of somewhere around 200 miles so that it is possible to get to know it fairly well. It always spends at least one night in the hands of this journal, so that any of those snags which are noticed when a car is started first thing in the morning are brought to light. Surprisingly little goes wrong, however. The pre-war Sunbeam-Talbot was halted involuntarily for a brief period when some dirt was removed from the filter in the carburettor inlet, and the elderly and stately Rolls-Royce limousine was at rest for rather longer while "coffee grounds" were removed from one of the fuel lines attached to the Autovac. The Austin Seven temperamentally had a puncture, and the 4-litre Bentley decided to be difficult with fuel starvation traced in due course to a faulty washer in the fuel line to the Autovac. But these things can happen to any car. Indeed, a far less important failure in a really expensive car can provide more resentment.

For used car tests the data are compiled with considerable accuracy, although for obvious reasons the great lengths to which accuracy is taken in new car tests is not necessary with individual examples of used cars. The speedometer is checked with a stop watch against a measured quarter mile at different speeds. Thereafter the car speedometer is used for the performance testing. It is significant, however, that with the post-war cars which have done perhaps 10,000 to 20,000 miles the performance figures are often better than those achieved with the same model when subjected to the new car test, owing, no doubt, to increased mechanical freedom. Incidentally, no car has been tested in this series with a mileage of less than 10,000 miles, nor has one been tested which was less than two years old.

Before analysing some of the conclusions that arise from the present series of tests, one cannot avoid mentioning the outstanding features of some of the cars, which are now,



1948 Morris Eight saloon.

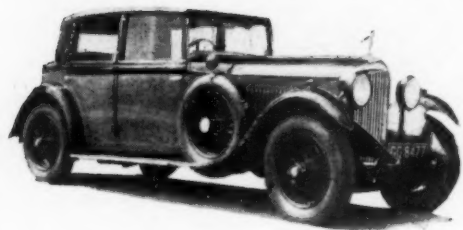


1938 Mercedes-Benz 540K drop-head coupé.

USED CAR ROAD TESTS			
Year	Model		Date Described
1951	Alvis 12-60 2-2 str.	..	January 19, 1952
1950	Alvis Speed Twenty 4-elt. tourist	..	November 5, 1951
1950	Alvis Speed Twenty 4-elt. saloon	..	August 15, 1952
1948	Alvis Fourteen Tickford coupé	..	March 30, 1951
1951	Aston Martin 11-50 Le Mans (supercharged)	..	January 4, 1952
1950	Austin Seven Ruby saloon	..	June 1, 1951
1950	Austin Eight saloon	..	May 23, 1952
1948	Austin Sixteen saloon	..	April 20, 1951
1949	Austin A 40 Devon saloon	..	February 12, 1952
1950	Austin Shortage saloon	..	July 19, 1950
1951	Bentley 4-litre saloon	..	September 5, 1951
1951	Bentley 4-litre supercharged 4-elt. tourist	..	May 23, 1952
1948	Bentley 4-litre saloon	..	May 4, 1951
1948	Bentley 4-litre saloon	..	January 4, 1952
1950	Bristol Type 401 saloon	..	April 25, 1952
1947	Daimler 21-litre saloon	..	March 28, 1952
1948	Delahaye 24-litre drop-head coupé	..	September 28, 1951
1950	Fiat 6-elt. coupé	..	July 27, 1951
1950	Ford Eight saloon	..	May 4, 1951
1950	Healey Silverstone 2-elt.	..	February 15, 1952
1949	Humber 24.9 h.p. Salgo	..	July 27, 1951
1949	Humber Super Salgo saloon	..	June 1, 1951
1949	Jaguar 31-litre Mark V saloon	..	April 25, 1952
1949	Lea-Francis Fourteen sports	..	November 20, 1951
1947	M.G. TC 2-elt.	..	June 20, 1952
1950	M.G. TD 2-elt.	..	March 28, 1952
1951	Morris Eight saloon	..	July 6, 1952
1947	Morris Eight saloon	..	September 5, 1952
1949	Morris Eight saloon	..	March 15, 1952
1949	Morris Minor coupé	..	April 20, 1951
1950	Mercedes-Benz 540K drop-head coupé	..	November 2, 1951
1951	Pickard drop-head coupé	..	November 20, 1951
1947	Riley 21-litre saloon	..	August 15, 1952
1949	Riley 11-litre saloon	..	September 28, 1951
1951	Rolle-Royce 25 h.p. limousine	..	January 19, 1952
1949	Rover Ten saloon	..	August 21, 1951
1947	Rover Sixteen saloon	..	June 20, 1952
1948	Rover 75 saloon	..	March 14, 1952
1947	Standard Twelve saloon	..	August 21, 1951
1950	Sunbeam-Talbot drop-head coupé	..	July 6, 1951
1949	Triumph Roadster	..	July 28, 1952
1950	Wolsey Nighting saloon	..	March 20, 1952



1948 1½-litre Riley saloon.



1931 4-litre Bentley saloon.

## TAKING STOCK OF USED CARS . . . . . continued

presumably, in private hands. The most awe-inspiring was undoubtedly the 540K Mercedes. As most readers will know, this car has a blower which cuts in only when the throttle pedal is pressed hard down on the floorboards; and when it cuts in the scream is something that has to be heard to be believed. To pull the leg of a regular, but not very knowledgeable, passenger I brought the blower in for the first time under a railway bridge. The effect was extraordinary. Had the stout hood not been up, a return to the bridge to fetch the passenger would have been a "must."

But it was hard work. The car was fantastically heavy. To close the bonnet, for example, it was necessary to use all one's weight and strength—and even then to take the bonnet by surprise. The huge tyres were clearly designated "truck," and one felt on a long trip that it might be pleasant, for a change, to sit in the back and be conducted by the immaculately white-uniformed chauffeur with the sheared head and sabre-scarred face. But that system of blower operation which provides the extra power just when it is needed is excellent. In normal driving it is comforting to know that when you overtake the type of driver who instantly speeds up there is always that extra surge to clinch the operation effortlessly, if noisily.

### A Vintage Classic

Akin to the behaviour of this car was that of the 4½-litre vintage "blower Bentley." These cars are also grand monsters, in driving which it is easily possible to become entirely and pleasurably engrossed. The power is there; the acceleration and speed are there. The gear box never fails to please, and the mighty thump of the engine remains completely satisfying. Of course, condition is important—but the car tested came up to scratch in this respect.

But petrol consumption is now such a major factor, as are brakes really up to the necessary standard for 1952. Repairs, when they do fall due, are another possible source of worry (and one dare not mention the cost of tyres). Most of these snags are not so serious if the car in question is driven quietly, but in that case the purpose of the design tends to be lost. Consequently, such purchases need very careful consideration, for nothing can be worse for the owner than to have a conveyance which is beyond his means in running cost.

This, perhaps, is why the pre-war Austin Seven, when tested, provided a pleasure out of proportion to its price. In such a car the desire to flash along the highways, with a disdainful growl of the exhaust at the poor souls who were once in front, is quite absent. With these venerable and economical cars the pleasure is derived from the fact that they get one from A to B with such almost unexpected reliability—and do not really take all that long to do it.

When petrol consumption is on the right side of 40 m.p.g. and the cost of replacement parts is small, the

mind of the impecunious driver is at rest. He knows, too, as an enthusiast, that in all probability he can do most of the maintenance work himself with the aid of a few spanners and a large hammer. And enterprise need never desert the same enthusiast when at the wheel. The very waywardness of some old cars in matters of roadholding is a challenge to his skill.

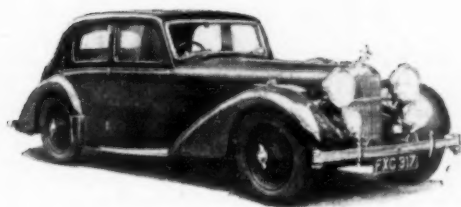
In this category, too, come the pair of post-war Morris Eights. These were the predecessors of the current Morris Minor, and I have always found that the extraordinary willingness of this model, coupled with its modest appetite for fuel, makes it one of the most desirable of vehicles for anyone who counts the change after purchasing Pool. If one asks too much of the car it still wins admiration for the way in which, like a good horse, it will do its best rather than jib.

The pre-war Ford Eight gave similar pleasure, for despite its age it had survived in the true Ford tradition for ruggedness. How very wise is the policy of effecting economy by simplicity and clever production methods, rather than by cutting down on quality where it is needed. The induction roar of the little Ford was typically healthy, and the mechanical dependability and interior roominess combined to stamp it as a thoroughly worthwhile car with only a bumpy suspension on the debit side.

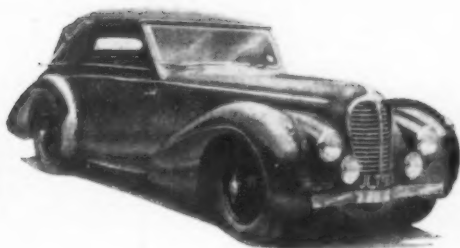
The three Rovers—a Ten, Sixteen, and a 75 of the early type (before the advent of the new body style)—were satisfying; but this time from the point of view of the man who wants a quality car and places little importance on sheer performance; who is looking for the kind of car that takes a little time to get up to its cruising speed and then stays there indefinitely, with a silence and smoothness which are restful without lacking purpose. It is very much the type of car that one steps into with absolute confidence knowing that it is hardly likely to lose its dignity by, for example, breaking down. How often does one see the smart A.A. or R.A.C. patrolman head and shoulders in the works of a Rover? The older examples may get a little spongy, but they do not come to pieces in your hand.

For a few people only is the privilege of really luxurious motoring available, and for these fortunates, and for the academic interest of many others, the series of used car tests has included some models which have proved that many miles can have incredibly little effect on that supreme engineering which can be obtained at a price.

Although no modern Rolls-Royce has yet been included, its sister car, the Mark VI Bentley, provided motoring at its best. Just the sigh of the wind, a touch of the fingers on the gear lever, and perhaps a toot of the horn for that fellow who has not heard the squish of the tyres on the road. In town the constant throb of the traffic with the heavy diesel noises of the buses, the clatter of carts and the shrill approach of the newspaper sellers, is all silenced with one pull of the window lever. And on the open road one has



1939 Alvis Speed Twenty-five saloon.



1948 3½-litre Delahaye drop-head coupé.

only the crack of the wind as the car rushes to meet the horizon, with a stability that remains absolute despite a thrust on the world's finest brakes.

These are the impressions of such a car, the superb appointments being a quiet backcloth to motoring at its most effortless. And as a used car purchase it must be remembered that the investment, if forbidding, is remarkably safe. The proportional drop in value with the passing of time is relatively slight with a car built to last a lifetime. Prices of pre-war models substantiate this when compared with the current market prices of cars of other makes.

France's 3½-litre Delahaye drop-head coupé provided a contrast by a luxurious feel of a different sort. Here were an exciting exhaust note, the click of the Cotal electric gear "lever" ("switch" being a more accurate description) and high geared, heavy steering which provided the "real car" atmosphere beloved of the vintage motorist. To this could be added the exotic though not flamboyant coachwork and the unmistakably rugged construction of the car. The whole Cotal gear box was reversed when necessary by a separate lever, and the amusement of snicking through the gears to top in reverse enlivened the test procedure!

In a special category of its own came the Bristol 401, which was tested on a run out of Birmingham and through some of the fine scenery of North Wales. It is true that the Bristol is strictly in that class of cars where purchase price is a secondary consideration, but unlike others in this group it uses a relatively small engine (2 litres). For the way in which this engine is used, and for the performance with economy that it provides, particular comment is demanded. Unlike the Bentley, the Bristol engine even when new can be heard—but it is that immensely pleasant song of a watch-like piece of craftsmanship that is a delight. In the car which was tested not a rattle was heard or any other sound which could be called a result of mileage and wear. Although the weight is kept down to help to achieve the performance, the trim and fittings are superbly made. And there is always that something which makes it a completely outstanding car.

### Leaving Their Mark

Within the confines of an article it is not possible to give impressions of all the cars that have been tested, but only to pick out some of the more outstanding impressions which particularly interest different types of used car buyer. So many recollections come to mind, which almost refuse to be excluded; the comfort of the seat in the TD M.G. (and the undesirable closeness of the steering wheel to the chest); the satisfying feel of the 1½-litre Riley as a car to give useful performance and reasonable economy so very willingly; the fillip to one's ego when driving the well-polished 1939 Wolseley Eighteen saloon (no wonder that the police could always maintain their dignity in those models); and, particularly, the fine handling characteristics and invigorating performance of the 2½-litre Riley-engined Silverstone Healey.

All cars tested have been among those offered for sale at specified prices by firms in the retail trade. These firms'

individual premises have varied in location from in and near London to Birmingham, Manchester, Bournemouth, Truro, and so on. From this contact with the secondhand section of car business there must be some conclusions to be drawn.

Almost without exception cars have been sold at competitive prices with remarkably little latitude for adjustment for the type of premises or its situation. It is true that the best firms from the point of view of security for the purchaser have not put up spectacular bargains for test, which is not to be wondered at. But it is significant that any tendency to overcharge has been confined to rare examples among firms who favour the rapid turnover. It has not been found among firms which regard each sale as being another opportunity for reputation to be jeopardized or enhanced.

Any serious used car buyer who permits himself to be rushed, or to be fobbed off with a quiet trip round the block, is the one most likely to make a bad buy. For this reason a firm that sells cars at the lower end of the appropriate price ranges is the one least able to provide good facilities for the purchaser, and it is also the one that has had the least opportunity to check the car over.

Any buyer who is prepared to pay the proper market price need not fear to enter the most superior showrooms—he will get value for money and no resentment for making his choice carefully, because the firm itself *knows* that there is no serious defect to be found, but if something has been missed it is the first to want to know about it. On the other hand, resorting to the "quick sale" premises may lead to the same type of car being purchased at about the same price, but with an element of luck governing its condition.

Perhaps the most outstanding impression arising from this series, of the band of men and businesses who sell cars is the great personal interest taken in the product generally. Scarcely ever has the attitude been encountered of being employed on "getting rid of cars," and no trader has been other than eager to start talking about the pros and cons of different models. Smaller, family firms frequently go to immense trouble to sell the right thing to the right customer and thereafter back their own judgment.

How does one spot the firm that takes a pride in its cars? In my opinion, cleanliness of cars for sale is important out of proportion to the work it may involve. I have not been to a firm that prepares its cars for sale by methods giving *real* cleanliness a priority, that has not been one I would trust. Mud round wheel rims and an unnecessary smearedness of cellulose suggest, and usually accurately, that any servicing and examining have been done in an equally indifferent way. A car that the seller simply wants to get rid of is merely an encumbrance; a car in which a pride is taken is usually a good one.

The points for which a used car buyer should look have already been detailed (*The Autocar*, August 15) and will not be repeated here. But the market is improving for the buyer, and this promotes a renewed interest in what is available. And to readers who are not contemplating purchase one might put the question, what enthusiast is not interested in cars—his own or other people's?

# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Telling

I MUST revert to the Netherlands for a moment to record my appreciation of their road sign which corresponds to our "Slow." Painted in large white letters on the surface at dangerous intersections are the words "Let Op," and one cannot resist letting up after having been so clearly told to do so.



Clearly told

♦ ♦ ♦

## Mellow

THE onwards march of sodium discharge street lighting continues. Around my areas of customary operation it has recently been installed in Camberley, Surrey, at a roundabout on the Kingston By-pass, and down the length of the High Street of Bracknell, in East Berkshire. The installation at Camberley seems particularly good, mainly, I think, because the lamp standards are closer together than is customary.

Sodium discharge lighting is, of course, the yellow variety, as opposed to the blue of mercury vapour and the nondescript pallidity of the neon tube. Personally I like it, and can still remember the sensation of warmth and pleasure that I used to receive from the High Street in Wokingham, Berkshire, when my weekend habits involved a late Sunday night transit of that town in the direction of London. Wokingham has had sodium lighting for many years. The High Street is a pleasant one, with a very old inn and a row of low-built houses frowning over an almost non-existent pavement, and the night effect was that of a Christmas card. However, if one is walking under sodium lighting with the girl companion, her face has a hideousness of hue with this lighting that is not much less repellent than under mercury vapour blue.

I notice that the chairman of a recent street lighting conference claimed that good street lighting could have a marked effect on the accident total. I wonder? It is so easy to read too much into the fact that after dark is a

dangerous time for the road user. Factors that may influence this are the number of people in the streets during leisure hours, the greater irresponsibility of those who are pleasure bent, and the concentration of traffic for evening performances at cinema and theatres. It is too easily assumed that good street lighting turns dark into daytime. Alas, not yet.

♦ ♦ ♦

## High-octane

MY tank has recently been filled with the type of spirit which the petrol companies will supply under the title "premium brand"—if the Government gives its permission. The fill-up was an authorized one by the Shell company intended to give motoring journalists a correct appreciation of the virtues of premium-grade spirit, and, in turn, I am concerned only to give my reactions to the car's behaviour under its influence. The heavier arguments concerning branded fuels I leave to my colleagues, although I would remind them of one that was mentioned to me. A foreign buyer, trying a British car over any distance in this country, must use Pool fuel, and as a result he will get a very poor idea of the capabilities of the British engine. It is a small point, but a valid one.

Well, now, the virtues of premium-grade fuel. It was about 80-octane, and the car is a medium-sized sports saloon with a compression ratio a little higher than normal. On Pool I can make it pink, but, like all sensible drivers, I do not make a habit of it. On the 80-octane I cannot make it pink, and I can climb hills in a gear higher than normal. An instance of this may interest motorists who happen to know the particular spot where A329 leaves A30 just west of the Wheatsheaf Hotel at Virginia Water, in Surrey (where the M.C.C. trials start).

♦ ♦ ♦

## Well Away

AT this spot, in the absence of other traffic, an island limits the speed at which A30 can be left, owing to the bend involved, which is quite sharp. Thus most cars round this bend at the same speed (assuming the drivers to be similar in methods). My car thereupon demands second gear for a comfortable climb up the brief slope on the other side, and, one up, it will accelerate away in this gear only slowly. With the high-octane spirit, third gear is plenty low enough, and the car accelerates away in that gear with considerable verve. That is a measure of the increase in performance.

Less tangible is the general effect. The car seems full of life and will go up to its cruising speed and beyond with a surge that is most exhilarating. As readers know, I am very fond of my machine and the thought that it is getting the petrol that it deserves gives me a sensation akin to pleasure. The best, I feel, deserves the best. I would pay an extra 2d or 3d a gallon in order that an honoured member of the family should have its deserts, although it may well mean that the tobacco importers of this country will suffer to the extent of one cigarette a day. Besides, as Lord Howe wrote in *The Times* on the same subject, the motorist is a consumer, and taxpayer to the extent of 30d a gallon, and should get consumer consideration. Remembering the speeches of the present Minister of Fuel and Power when he was in opposition on the subject of consumer choice, free enterprise and so forth, I wonder that he has the nerve to face his critics on the matter of branded fuels.

♦ ♦ ♦

## Up or Down

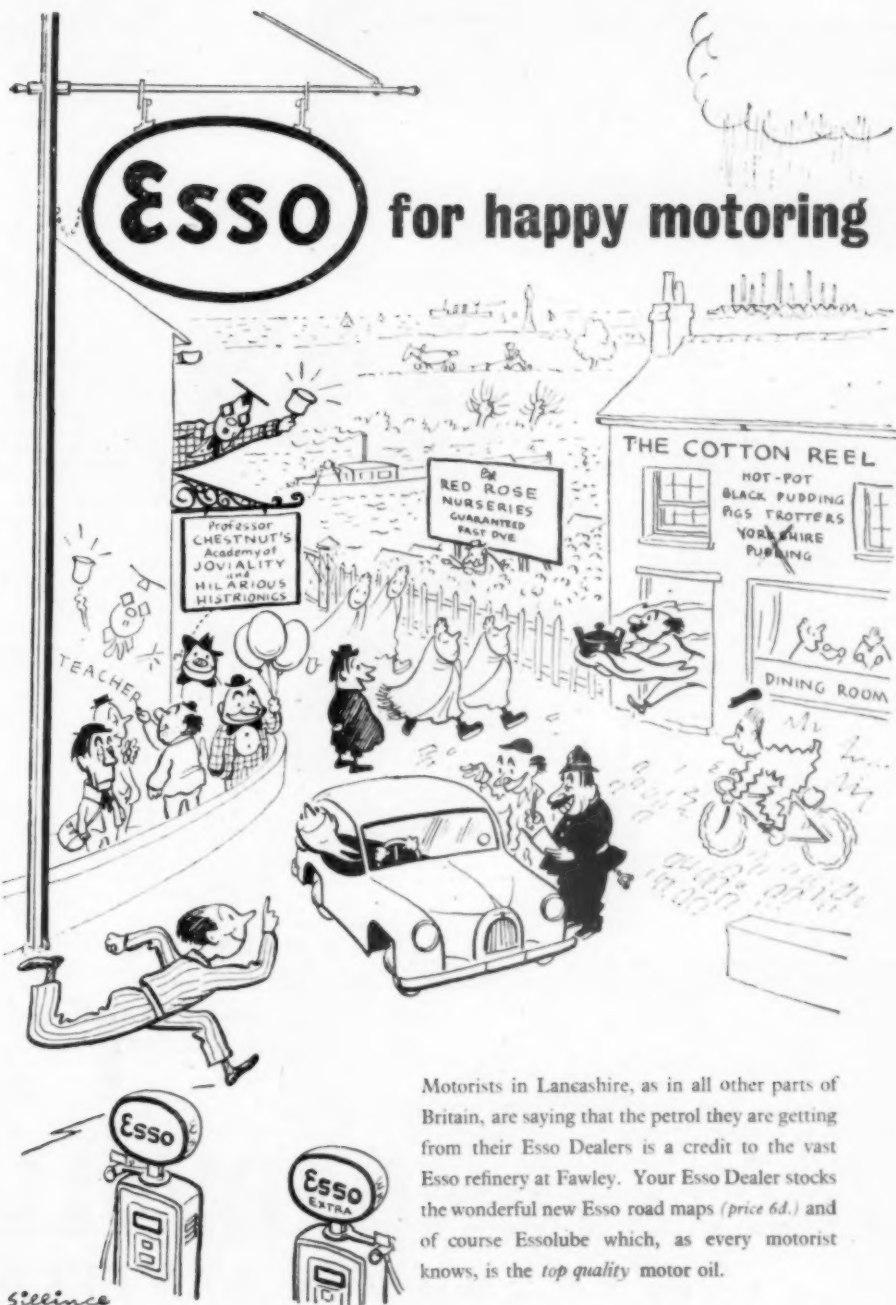
NEVER very keen on the up-and-downing locker lid, I now have a further bone to pick with it. I was picnic lunching from the luggage locker the other day with a car that has a lid hinging upwards. As I bent down to seize a banana (I think it was) I caught my head a frightful wallop on the corner of the lid and the blood began to trickle freely down my forehead. A road patrol saw to that with the help of sticking plaster, but on examination of the locker lid I found that



Frightful wallop.

the corner was not only a right-angle but also had a very sharp edge at the apex.

I had previously been warned to make sure that the stay was properly engaged, otherwise the lid could fall and impale one's cranium on the beak-shaped handle in the centre. I believe this business of the malignancy of inanimate objects is something to do with existentialism; if so, that car has an existentialist locker lid.



Motorists in Lancashire, as in all other parts of Britain, are saying that the petrol they are getting from their Esso Dealers is a credit to the vast Esso refinery at Fawley. Your Esso Dealer stocks the wonderful new Esso road maps (price 6d.) and of course Essolube which, as every motorist knows, is the *top quality* motor oil.



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# NEWS and VIEWS

## Scottish Show

**S**UBJECT to approval by the Society of Motor Manufacturers and Traders, a motor exhibition will be held in the Kelvin Hall, Glasgow, during November, 1953. The decision was made unanimously at a recent meeting in Edinburgh of the general committee of the Scottish Motor Trade Association.

## Brussels Show

**B**RUSSELS' 36th International Motor Show will be held from January 17 to 28, 1953, in the Palais du Centenaire. The closing date for entries is September 30. The address of the organizers is Salon de l'Automobile et du Cycle, 22, Rue du Luxembourg, Brussels.

## Road Safety Progress

**M**OST encouraging feature of the annual report (1951-52) of the Royal Society for the Prevention of Accidents, just published, is a little table which sums up the changed safety situation on the roads between 1938 and 1951, giving its conclusions in statistics that are free of the emotion with which this subject is usually charged. This table shows that a considerable improvement in road safety has taken place, although as the Society states, there is no room for complacency:

Great Britain	1938	1951	Change
Population exposed to risk	46,208,000	49,914,000	up 6%
Motor vehicles licensed	3,052,000	4,296,000	up 41%
Motor fuel consumed	1,569 mill gal	1,990 mill gal	up 27%
Road casualties	235,569	216,493	down 7%
Road deaths	6,648	5,250	down 21%

The report is published from Terminal House, 52, Grosvenor Gardens, London, S.W.1.

## Simca Sport Redesigned

**T**HE smart little French Simca sport coupé has been extensively redesigned for 1953. Engine, transmission and suspension are now based on those of the Simca Aronde. The engine has a swept volume of 1,221 c.c., as in the family saloon, but a different cylinder head is employed with larger valves and a compression ratio of 7.7 to 1 against 6.7 for the saloon. A different exhaust manifold is also used and the maximum power has thus been raised to 50 b.h.p. at 4,800 r.p.m. The brakes are larger and wire wheels are now used, entailing a slight increase in the track, which is now 3 in more than that of the Aronde. Dry weight is approximately 1,950 lb and the maximum speed claimed is about 84 m.p.h.

Facel Metallon, who make the coachwork, have introduced many changes in the appearance of the two-door sports coupé for 1953, including new air intake and bumpers, a higher wing line and a pillarless construction with a much larger side-window area.



The Ford Zephyr convertible which will be exhibited at the London Show. The front part of the hood is furled manually, after which the whole hood is stowed away behind the rear seat by an electric motor. This particular car has a special two-tone colour scheme and the whitewall tyres which are for export only. A similar convertible on the Consul is also being introduced.

## Fords for 1953

**T**HE Dagenham-built Ford cars at the forthcoming London Show will be the same as those shown last year, the range comprising the Zephyr, Consul, Prefect and Anglia. On the Consul and Zephyr, the redesigned fascia panel, with instruments grouped in a cowl round the steering column, and the rest of the



This chromium plated bonnet ornament is now added to the range of EnFo approved accessories for the Ford Consul. It costs £1 10s.

fascia space arranged to provide a wide parcel shelf, was shown at last year's Show, but has come only recently into production.



This popular French sports model, the Simca Sport, which has previously had a chassis based on components derived from the Fiat 1100, has been redesigned for 1953 using the engine, transmission and suspension of the Simca Aronde. The Facel Metallon coachwork incorporates pillarless construction at the side, a new air intake and a higher rear wing line.

First supplies of the Zephyr convertible, which was shown in prototype form last year, are expected shortly. This car will again be exhibited at Earls Court and simultaneously a new model, the Consul convertible, will be on view at the Ford company's Regent Street, London, showrooms.

Various detailed improvements have been made in the course of the year, including modifications to door locks and sealing arrangements. Optional extras on the Consul now include a bonnet emblem in chromium plate, which also functions as a lifting handle. Since last year's Show, the axle ratio of the Ford Zephyr has been changed from 4.37 to 4.44 to 1.

Colour choice on the Anglia and Prefect is black, fawn, Channel green and opal. The same colours are also available on the Consul for the home market, while home buyers of the Zephyr can have black, blue, Canterbury green and grey. Export buyers have a choice of the whole range on both the Consul and Zephyr.

## Branded Petrol

**F**OLLOWING the first showing of the Esso Petroleum film entitled "Fawley Achievement," the company reiterated its views on the introduction of branded petrol, pointing out that the Fawley "cat-

## NEWS and VIEWS

— continued —

cracker" had already produced 100 million gallons of high octane petrol which has, of necessity, been blended with lower octane fuel to meet Pool specifications.

The company's views are, of course, those which have many times been stated in this journal, and it is "hoped that a successful outcome may soon be reached" in the discussions with the Government. This is, to say the least of it, studiously polite in the circumstances.

### AAA. Jubilee

IN Washington on September 23, 24 and 25, the Automobile Association of America officially celebrated its jubilee. From this country Mr. Wilfrid Andrews, chairman of the R.A.C., attended on behalf of his club and the F.I.A. (Fédération Internationale de l'Automobile) of which he is a vice-president.

### Price Reductions

A SUBSTANTIAL reduction has now been made in the price of the Bristol 401 saloon. The new list price is £2,000, making a total with British purchase tax of £3,112 12s 3d. The old total was £3,532 12s 3d. The heater, previously an extra, is now standard, providing an additional reduction of about £30.

The Daimler 2½-litre Consort saloon price has also been reduced. The new list price is £1,333 (£1,465 previously), the total with tax being £2,075 1s 2d (£2,280 7s 10d previously).

Reductions have also been made in some Rootes Group prices. The Hillman Minx coupé is now £510, totalling £794 16s 8d with tax (£841 10s previously). The Humber Pullman limousine and Imperial saloon are now each £1,395, totalling with tax £2,171 10s (£2,490 7s 9d previously).

### Autumn Golf

ON September 18, the autumn meeting of the Motor Trades Golfing Society took place at St. George's Hill golf club. Winners of first prizes in the three divisions were E. Sutton and R. J. Nauen, A. W. Wright and E. Tinkler, and L. F. Dove and H. R. Edenborough. The afternoon foursomes were won by A. Borkett and C. F. Hurlock. The President's Prize for the best score of the year was won by R. J. Nauen.

The winner in the Automobile Golfing Society's meeting at Stoke Poges on September 17 was E. M. Mobbs, with J. D. Campbell as runner-up. The scratch prize went to B. King and *The Motor Goblets* were won by E. Mobbs and J. C. Woodall.

### Off Covenant

ALTHOUGH the declaration scheme still applies to the Jowett Javelin (meaning, in effect, that it is reserved for those who have not previously had a new post-war car) the model is now released from the Covenant. Other cars recently released from both the Covenant and the declaration scheme are the Alvis 3-litre models, the Humber Hawk and the Austin A.70 (and A.70 Countryman). The Jaguar Mark V (five) is back on Covenant.

Cars now off the Covenant include all



Mr. Hunter Hackney (right) with the Jowett Jupiter with which he won the collection of trophies in 1952 competitions organized by the Four Cylinder Club of America. Mr. Jim Barr (left) and Mr. John Orlando are his navigators. A similar car won its class in the club's economy run, driven by Mr. Don Boberick.

models by A.C., Allard, Alvis, Armstrong Siddeley, Aston Martin, Bristol, Daimler, Frazer-Nash, Healey, H.R.G., Humber, Jensen, Jowett, Lagonda, Lanchester, Lea-Francis, Morgan, Riley and Sunbeam-Talbot. Also off Covenant are the Triumph Renown saloon and limousine. Still subject to the Covenant are all models by Bentley, Citroën, Ford, Hillman, Jaguar, M.G., Morris, Renault, Rolls-Royce, Rover, Singer, Standard, Vauxhall and Wolseley. The Austin A.30, A.40 (including A.40 Sports) and the Triumph Mayflower are also subject to the Covenant.

### Free Brake Testing

A BRAKE-TESTING station where motorists can have their brakes checked without charge was opened last Monday in the forecourt of Stoke Newington, London, town hall. As part of the borough's road safety campaign, the opening ceremony was performed by the Mayor, who recommended every household to have its own safety committee with the housewife as chairman. The first cars to be checked during the week of free testing were a 1903 de Dion Bouton and a 1913 Unic saloon.

### BOOKS RECEIVED

*Road Traffic Law*, compiled and summarized by the training department of the Aberdeen City Police, under the direction of James McConnach chief constable, Aberdeen. Published by Mearns Publications, Majestic Buildings, 7 to 9, Union Row, Aberdeen. Price 30s, postage 1s.

First published in 1936, this book has come to be acknowledged as a standard work on the law affecting road traffic. It is now in its seventh, but first post-war, edition and is supplied in this instance complete with a free set of amendments, which bring the subject right up to date. Subscribers who fill in the registration form sent with all copies will, from time to time, receive further amendments, for which, however, a moderate charge will be made. The present edition contains, less amendments, 397 pages; it is well indexed. New pages can be inserted after the heads of two brass screws have been removed and the front cover of the volume has been lifted off. The book is of particular value for those who have a professional interest in traffic law.

*Three Michelin Guides*. Published by the Michelin Touring Service. Distributed in Britain by Anglo-French Periodicals, Ltd., 25, Villiers Street, London, W.C.2.

For the Continental tourist the guides and maps published by the Michelin Touring Service are invaluable, and three additions to the already extensive range have just made their appearance. One of these is an addition to the guides that

deal with some of the larger and more important routes, and is numbered 304, covering the roads from Paris to the Alps, for which Evian, Chamonix, Annecy, Aix-les-Bains, Bourg-St-Maurice, Lanslebourg, Grenoble, Briançon and Nice are terminal points. Guide No. 304 costs 7s 6d.

The second guide deals with Spain in the thorough Michelin manner with maps, much useful information, town plans, hotel recommendations, and notes on history, art, literature and folk-lore. It costs 13s.

The third publication carries the number 250, costs 1s 9d and is an addition to the series of specialized maps; the subject in this case is the grottoes which are natural curiosities in many parts of France. Some of these caves are of great size; the one at Labouiche in the Pyrenees, for example, is nearly three miles in length.

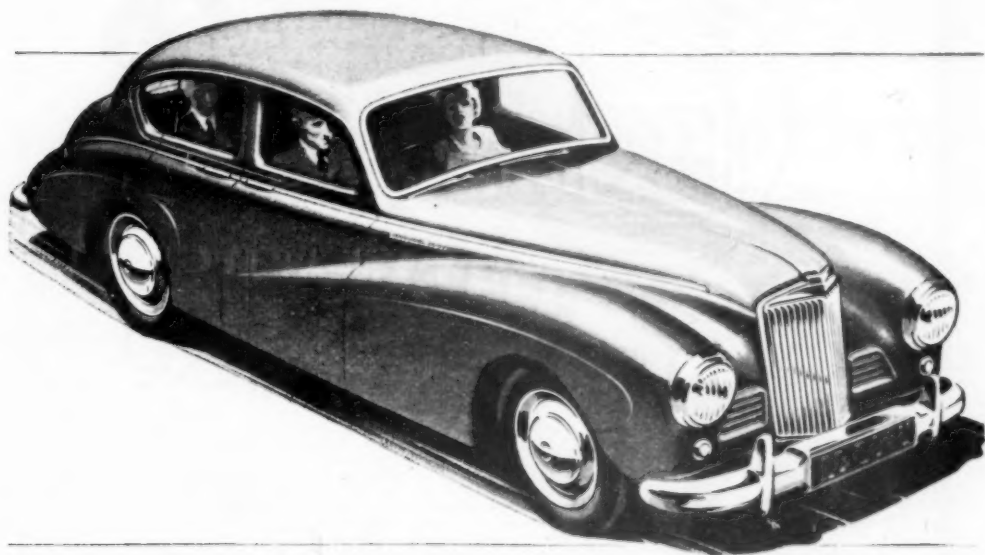
### Tyre Monopolies?

AN investigation into the supply and export of new and remoulded pneumatic tyres (covers and inner tubes) is to be made by the Monopolies and Restrictive Practices Commission.

A report will subsequently be made to the Board of Trade about the facts themselves and their bearing on the public interest.

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'THE TIMES' said of the 1952 Alpine Rally results:—

"In winning three cups, the Sunbeam-Talbots can be said to have made the best performance by one make of car in the Rally, a fact acknowledged by their being awarded the Team Prize . . . those that can survive this ordeal are very fine cars indeed."

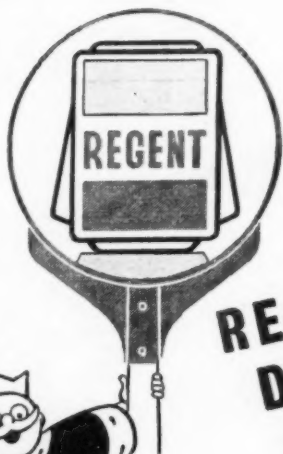
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# REGENT

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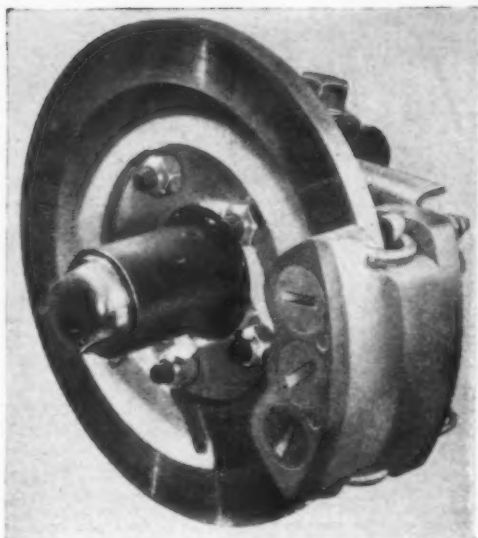
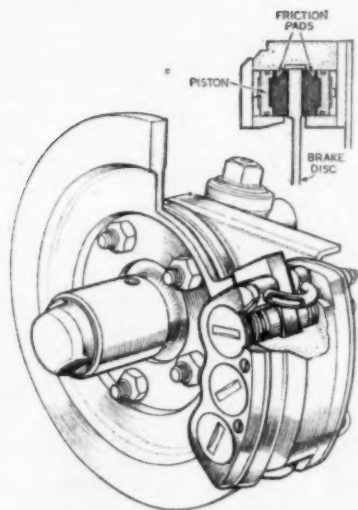


Fig. 1: In this version the brake has three opposing pairs of friction pads, which, by means of hydraulic pistons, clamp the disc

## GIRLING DEVELOPMENTS

Disc Brakes with Six, Four or Two Operating Cylinders : Hydraulic Clutch and Brake Operation with Pendant Pedals

IT is characteristic of the motor industry of this country that it is not content to rest on its laurels. That is true not only of the car manufacturers but also of those who produce auxiliary equipment for them. Thus, during the past year Girling, Ltd. have been devoted

much time to experimental and development work on disc brakes and on hydraulic operation of the clutch.

At the forthcoming London Show some of the Girling disc brake developments will be shown, and they comprise brakes operated by six, four or two hydraulic cylinders, each of which applies a friction pad to the disc. This is a convenient range because, if a 60 to 40 braking effort is required by a car manufacturer (that is, 60 per cent on the front wheels and 40 per cent on the rear wheels), it may be obtained quite simply by having a six-pad front brake and a four-pad rear brake.

Disc brakes have been developed for various purposes; the car type brake in the form that will be exhibited consists of a back plate extended to carry a U-section member into which the rim of the disc carried by the wheel hub projects. In the two sides of the U-member are arranged the hydraulic cylinders, and their pistons directly apply circular friction pads which are pressed against the sides of the discs. The disc is, therefore, clamped by opposing pads of friction lining. The range of six, four or two friction pads should cover the requirements of all types of car.

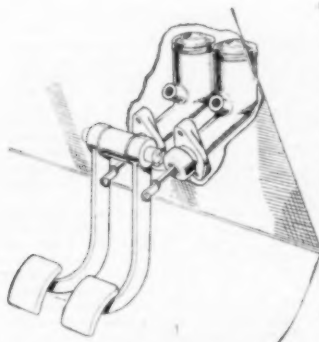
Thus on high-performance cars it might ultimately be desirable to have the six-pad brake in front and the four-pad brake at the rear. It is not yet, however, considered necessary to have disc brakes at the rear; on a medium-sized car the four-pad front brake might be used in conjunction with a drum rear brake, and on still smaller cars a two-pad front brake

could be used with a drum rear brake.

The design illustrated in Fig. 1 has been developed, and it is essentially simple mechanically. The hydraulic system follows standard Girling Hydrostatic practice, the friction pads being held in light contact with the discs so that there is virtually no clearance to be taken up. Adjustment is automatic. The advantage of the disc over the drum lies in the greater surface of the disc exposed to the air, so that the heat developed can be more readily dissipated, thus giving much greater consistency in action and an absence of fade; also drum expansion problems are overcome since the disc expands towards the friction pads and not away from them as in the drum brake.

### Avoiding Lateral Movement

The stirrup or bridge that carries the hydraulic cylinders and friction pads is intended to be mounted horizontally—that is, at right angles to the vertical centre line of the wheel. The reason for this is that in cornering a wheel tilts slightly, under the load imposed by centrifugal force acting on the car and being resisted by the contact between tyre and road, and although the amount of tilt is very small, being permitted only according to the clearance in the wheel bearings and the flexibility of the wheel mounting, it could be sufficient to alter the light rubbing contact if the brake pads were located above or below the wheel hub, that is, on the vertical centre line through the wheel. Accordingly the



With very low floors, where pedals are pivoted beneath the floorboards, it is difficult to obtain the desired leverage. To overcome this difficulty the pendant pedal, with its fulcrum above the pedal pad, has been produced.

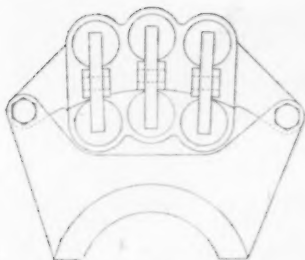


Fig. 2.

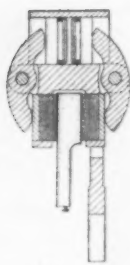


Fig. 3.

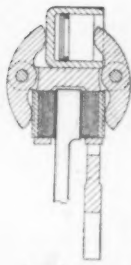


Fig. 4.

## Girling Developments continued

brake pads are located about the neutral horizontal axis.

Although the design illustrated shows the brake pads applied directly by the hydraulic pistons, various other methods of actuating the pads have been devised; thus the cylinders may be mounted towards the outer edge of the bridge and may actuate the pads through rocking levers, as in Fig. 2. The cylinders may then be fixed and double-ended, containing two pistons which move outwards to apply the pads, as in Fig. 3; or the cylinder may itself be allowed to slide in an appropriate mounting so that its reaction to piston movement is utilized, as in Fig. 4.

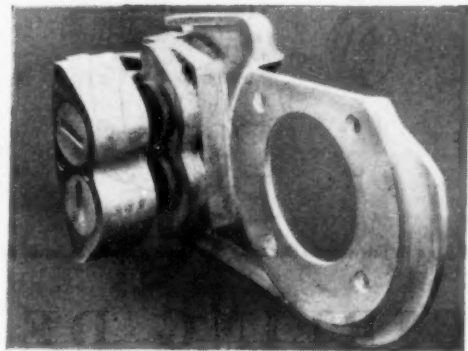
### One-lunger

Another variation employs a single larger cylinder with a branched or forked rocking lever to actuate all the brake pads on one side, as in Fig. 5. Obviously the use of rocking levers provides a simple mechanical method of increasing the leverage if desired, so as to increase the pressure on the friction pads, as is shown in Fig. 6.

The rocking lever method of applying the pads also lends itself to mechanical operation by the hand brake lever. Fig. 7 shows one method which employs the well-known Girling expander, consisting of a wedge and rollers, which cause plungers with an inclined surface to move outwards against the ends of the rocking levers.

In conjunction with these new disc brakes there is an improved master cylinder and reservoir intended to be mounted on the bulkhead and used in con-

The brake here has two opposing pairs of hydraulic cylinders for application of the friction pads. Two of these can be seen.



junction with pendant pedals, which offer several advantages. In the first place the tendency to make car floors as low as possible makes it difficult, and in extreme cases impossible, to obtain the desired leverage with pedals that are pivoted beneath the floor, because the part of the pedal below the fulcrum point would project downwards so much that ground clearance would be reduced.

With a pendant pedal—i.e., one that has its fulcrum above the pedal pad—the fulcrum is provided by a bracket or mounting carried by the bulkhead, and the difficulty does not arise. The master cylinder can be mounted on the engine side of the bulkhead and the pedal fulcrum on the car side, thus avoiding any pedal slot and the necessity for sealing it. The master cylinder fixing flange makes its own seal, and a hole is necessary only for the push-rod. Moreover, the master cylinder is not exposed to mud, and a protective rubber bellows is therefore unnecessary.

ing back into its cylinder bore. Wear adjustment is automatic, and the pedal position remains unaltered throughout the life of the car. Also, owing to the automatic adjustment, it is not necessary to make provision on the pedal stroke for wear; so the entire pedal stroke can be utilized to give a high overall ratio, and a lighter pedal load can be obtained. Furthermore, owing to the use of a flexible hose between the engine-clutch assembly and the frame, all engine vibrations are insulated from the clutch operating pedal.

### Largest Factory

**WHAT** will be the largest single factory under one roof outside the U.S.A. is now under construction at Oakville, Ontario, by the Ford company of Canada. The new factory, which is to be ready by mid-1953, will cover 32½ acres under a single roof, and is costing 17 million dollars. It will be the company's main Canadian assembly plant, the factory at Windsor being enlarged and turned into an engine plant.

The factory is located in a 420-acre triangular section in a rural-suburban area, half-way between the cities of Hamilton and Toronto. It will have a network of roads on its grounds for parking of employee cars, railway sidings going into the factory, special access roads to main highways, and its own water pumping and sewage systems.

It is being built at this location, 200 miles east of the Windsor factory, because the Toronto area accounts for 36 per cent of all cars sold by the company. One in every five cars produced at the Ford factory until now has been for delivery within 25 miles of the Toronto area. About 5,000 people will be employed.

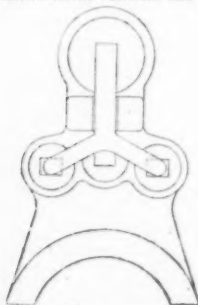


Fig. 5.

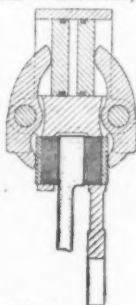


Fig. 6.

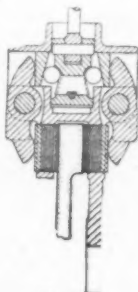


Fig. 7.



## IBERIAN FLYER

The Spanish 24-litre Pegaso on the Road

Standing beside the experimental Pegaso coupé are: left, Señor Wilfredo Ricart, Jr., son of the managing director and technical chief of the Pegaso organization, and Señor Palacio Power, who is responsible for the experimental road testing.

**N**EWs that the Spanish national car factory was about to enter the international high-performance car market with a sports car of very advanced design created immense interest towards the end of last year. The first examples of the new Pegaso were exhibited at the Paris Salon in October and the car was fully described in *The Autocar* in October and November.

Its first appearance in international competitions was eagerly awaited, but so far it has been delayed through a variety of causes understandable when one considers the difficulties which must attend the establishment of a first-class car industry in a country which has not previously had any extensive background in this type of engineering. People may, indeed, have wondered why the Empresa Nacional de Autocamiones S.A., already occupied with the production of diesel-engined coaches and trucks of specially interesting design, should have assumed additional commitments in sports car production.

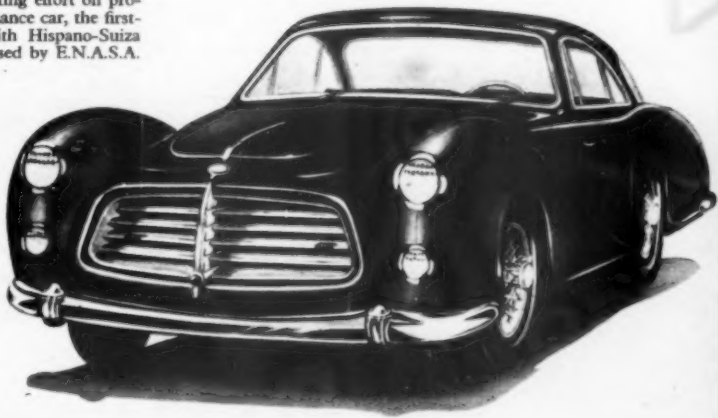
The reason is to be found partly in the shortage of skilled labour which made it impossible to contemplate the production of a more popular car in large numbers and, secondly, in the general economic situation of Spain. Señor Wilfredo P. Ricart, managing director and technical chief of the organization, summed it up some time ago by saying, "We are a poor country and, therefore, we must make jewels for the rich." By concentrating effort on production of a really advanced high-performance car, the first-class engineering tradition associated with Hispano-Suiza cars, formerly made in the factory now used by E.N.A.S.A.

at Barcelona, is being continued, and a nucleus of engineers and craftsmen is being assembled which may well provide the leaders of an expanded Spanish automobile industry for the future.

Señor Ricart himself is well known for his design work at Alfa Romeo before the war, and before that he was associated with the Nacional Pescara automobile enterprise in his native Spain. Members of *The Autocar* staff who visited the Barcelona factory last year were greatly impressed with the excellent machine tools and precision engineering equipment already in use, but production of the Pegaso has been held up by delays in deliveries of certain essential equipment and materials from both Britain and the United States. Production of parts for the first series of some two hundred cars is, however, well advanced, and some of the first examples will be seen at the London Show at Earls Court, Harold Radford, Ltd. having been appointed distributors for Great Britain and the British Commonwealth. Meanwhile, considerable development running has been done and various refinements have been introduced into the design.

Structurally, the Pegaso consists of a low-platform frame and scuttle, joined to the wheel arches at front and rear, and

An artist's impression of the sports coupé on the Pegaso chassis which is being prepared by Saatchik, the Paris coachbuilder, for this year's Paris Salon.



**IBERIAN  
FLYER**  
continued



THE AUTOCAR,

The Pegaso sports coupé in its latest form has slightly more curved contours, giving a more graceful appearance than possessed by the rather square cars exhibited at the Paris Salon last year. The wire wheels are secured by centre lock nuts with drilled triple ears.

reinforced where necessary by box members of sheet steel. When the body is added the whole assembly becomes in effect a unit structure of great strength, the virtues of which have already been given one impromptu test when a car somersaulted down a mountain side after an excess of exuberance on a wet corner by a test driver, without any serious results to either the structure or the occupant.

The engine is a V-eight with twin overhead camshafts and an over-square bore-stroke ratio. The crankcase casting, sump, cylinder heads, clutch housing and the rearward extension which houses the primary drive shaft are all light alloy castings. From the engine, mounted at the front of the car, the drive is taken through a single-plate dry clutch to a five-speed gear box mounted behind the rear axle, also in a

light alloy housing. All gears are indirect and in constant mesh. From the gear box the drive passes forward again to a ZF limited slip differential and thence through open universally jointed shafts to the rear wheels. The rear axle assembly is a de Dion layout of unusual type, as the axle tube is cranked to pass forward of the transmission housing, while the radius arms project rearwards to meet at a pivot point on the centre line of the body. Rear suspension is by transverse torsion bars. Torsion bars are also used for the front suspension, but here again the layout is very unorthodox, the lower wishbones on each side being clamped to short longitudinal torsion bars running both fore and aft to anchorages attached to the car structure.

All electrical equipment is by Bosch but otherwise the E.N.A.S.A. make an extraordinarily high proportion of the car's components within their own organization; they cast their own aluminium alloy bearing shells for the engine, for example; they manufacture their own limited slip differential under ZF licence, make their own telescopic suspension dampers, and even build their own brakes with immense well-ventilated Al-fin drums and two leading shoes at the front, the actual operating mechanism being obtained from Lockheed. The brakes, incidentally, have tandem master cylinders, with separate reservoirs feeding the front and rear hydraulic circuits as a security measure.

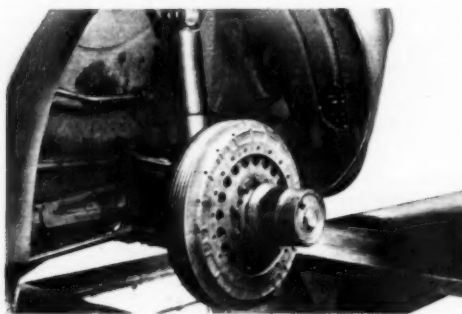
#### Unusual Again

The main propeller-shaft which, as the gear box is at the rear of the car, has to revolve at the same speed as the engine (running up to about 7,000 r.p.m.), is also made in the Pegaso organization. It is precision bored down the middle by a Wirkigt machine used for making guns, thus allowing a metered oil supply from the gear box lubricating system to pass along it for lubrication of the universal joints at each end.

Recently, *The Autocar* had the chance to sample the road behaviour of the car in France. It was an experimental model lacking many of the refinements which are being incorporated in the production cars, but it offered a wonderful opportunity for a first impression of the Pegaso's road qualities.

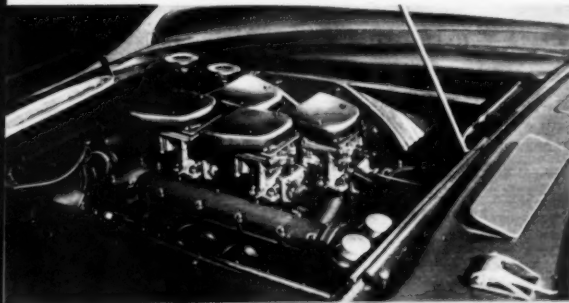
The engine was the 2½-litre unit with four double-choke downdraught DCF4 Weber carburettors in the form in which it may be expected in next season's sports car events, particularly, it is to be hoped, at Le Mans. A slightly larger unit with a greater bore, increasing the swept volume to 2.8 litres, is being made available for owners who want relatively luxurious and heavy coachwork. The exact horsepower of the production engine has not yet been announced, but the smaller engine, with four carburettors and a compression ratio of slightly over 8 to 1, has already delivered over 165 b.h.p. on the test bed at 6,200 r.p.m.

On the car tried the carburation was still imperfect, with some hesitation in the low-speed pick-up, but in an



The front suspension of the Pegaso is still effected by torsion bars extending fore and aft of the lower wishbone, but the upper anchorage of the big telescopic damper has now been moved to an area under the front wing to spread the stresses more evenly through the unit structure. The extensively drilled Al-fin brake drum will also be noted.

For sports car racing the Pegaso engine has four twin-choke downdraught Weber carburettors. Induction air is taken from an intake above the radiator grille to a duct on the underside of the bonnet surrounding the four carburettors.



hour on the Belgium auto road, using *The Autocar's* standard road test equipment, some figures were obtained which give a fair indication of the Pegaso's future potential. Averages of several runs in two directions show that it accelerated from standstill to 50 m.p.h. in 8.3 seconds, from a standstill to 80 in 20.6 seconds, and it soared from zero to 100 m.p.h., using only the first four of its five speeds, in 35 seconds. High-speed acceleration is magnificent, and in fourth gear it spanned the gap from 70-90 m.p.h. in a mere 9.3 seconds. Nor was the initial take-off unduly prolonged, for the standing quarter-mile was covered in 18.2 seconds. During the short time available the car was running on a set of normal road tyres, on which it was not felt prudent to maintain speeds much in excess of 100 m.p.h., but it may be assumed that the maximum speed will turn out to be not less than 120 m.p.h. given suitable gearing. Incidentally, the performance figures above were obtained using an axle ratio of 4.72 to 1; three other ratios are obtainable, 4.18, 4.36 and 5.2 to 1, according to owners' requirements.

The ignition of the engine in this experimental car was by a magneto mounted on the timing gear housing at the front, while the dynamo, which is mounted on a pedestal above the clutch housing, was belt-driven from the rear of the left-hand inlet camshaft. Fuel supply was by a gear-type pump driven from the rear end of the right-hand exhaust camshaft and supplemented by an electrical pump on the scuttle. The radiator was enormous, as the Pegaso is designed with the very high day temperatures of Spain in summertime well in mind, and beneath it was the full-width oil cooler. It has been found, however, that this layout leads to some oil surge on corners and on the production cars a narrow vertical oil cooler will be used alongside the radiator.

The Pegaso has, of course, a dry sump lubrication system and a good deal of development work has been done to ensure both adequate oil cooling and a stable oil pressure, despite wide variations in engine speed. Just how successful this has been was indicated by the refusal of the oil thermometer to depart from the normal range of 60-70 deg C despite many miles of really tough motoring, using the gears to the maximum.

Suspension on this sports racing version was frankly rather hard and the range of deflection permitted appears to be limited, by current standards. At normal town speeds it is quite comfortable and even when being driven over *pavé*

it was found possible to make legible notes, but on rough roads outside towns the car was at its best at speeds over 60 m.p.h. and this was obviously where it enjoyed being most of the time. Without exceeding the limit of 6,000 r.p.m. the car soars up to 34 m.p.h. in first gear, 56 in second, 84 in third and will just top 100 m.p.h. in fourth speed, which is the direct drive.

For high speed handling the Pegaso is quite in the top class. Low build, weight well concentrated at the front, and the limited slip differential endow it with cornering powers which are a surprise even to one accustomed to the fastest production cars. As demonstrated by Palacio, who does most of the road testing, it can be hurled into downhill right-angled corners with an adverse camber at speeds over 60 m.p.h. with the throttle wide open and it holds its course in a way one would not have thought possible. The gear change, too, is superb.

### Without the Clutch

The ratios being in constant mesh and engaged by dogs, it has the quiet, slick action with which motor cyclists are familiar. Clutchless gear changing at high speeds is possible on a number of modern cars, but on the Pegaso it is the normal method. Between third, fourth and the geared-up fifth speed it is necessary only to snap the lever straight through, keeping the throttle open for downward changes but releasing it momentarily when changing up. The gears can be engaged quietly without shock and just as quickly as it is possible to move the lever. It is a rare motoring sensation, and one which adds a special pleasure to high speed motoring in the Pegaso.

The clutch is light and the brakes are superb, especially when called upon for quick stops from high speeds.

The driving position is very good, both front wings being visible, and the slim screen pillars present the minimum of obstruction. The steering is high geared, requiring only  $1\frac{1}{2}$  turns from lock to lock, and the wheel is admirable, with light alloy spokes and a well-shaped, slim wooden rim. Details of seating accommodation, equipment, luggage space and sound proofing remain to be judged on the production version, but this short trial was enough to show that the Pegaso is a car of exceptional interest, with a tremendous performance which fulfils the expectations raised when its interesting and original design was first revealed.

### SPECIFICATION

**Engine.**—102 B/2.5. V-eight 90 deg 75 x 70 mm 2,472 c.c. Twin overhead camshafts, gear driven. Hemispherical combustion chambers. Compression ratio 8, 8.5 or 9 to 1. Power output up to 165 b.h.p. approx. and maximum r.p.m. 6,500. Maximum torque 138 lb ft at 3,900 r.p.m. Magneto or coil ignition. One or four double-choke down-draught carburetors.

**102BS/2.5.** As above, but compression ratios 6.5, 7 or 7.5 to 1 and maximum r.p.m. 6,800. Maximum torque 241 lb ft at 4,000 r.p.m. Two double-choke carburetors.

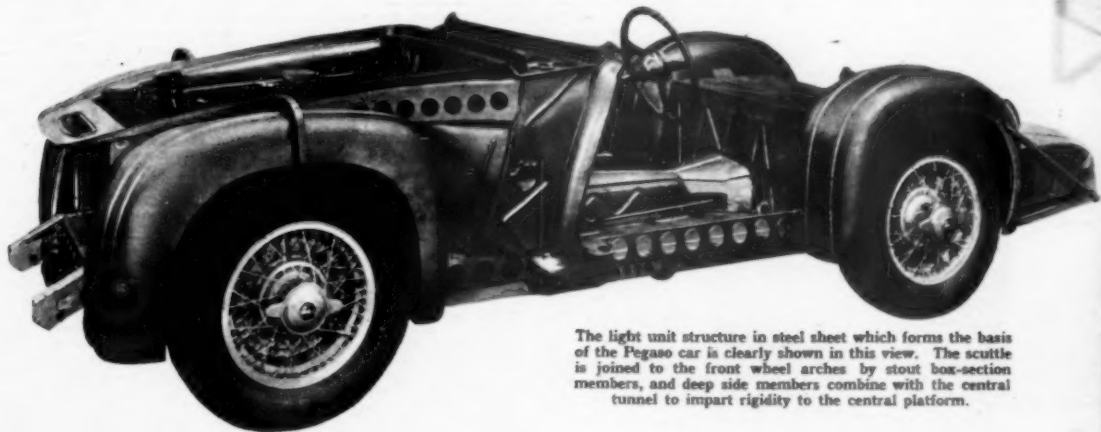
**102B/2.8.** 80 x 70 mm, 2,816 c.c. Compression ratio 7.8, 8.2 or 8.8 to 1. Maximum r.p.m. 6,300. Maximum torque 160 lb ft at 3,600 r.p.m. One or four carburetors.

**Transmission.** Dry single-plate clutch in unit with engine. Five-speed constant-mesh gear box in unit with ZF limited-slip differential at rear. Fifth speed geared up. Over-

all ratios with 4.36 axle, 3.78, 4.36, 5.82, 8.50 and 13.09 to 1. Other axle ratios available.

**Suspension.**—Independent front with double wishbones and torsion bars. De Dion rear with transverse torsion bars. Telescopic dampers all round.

**Main Dimensions.**—Wheelbase 7ft 8in. Track 4ft 4in front, 4ft 2½in rear. Ground clearance 6.3in. Wheels and tyres 6.50—16 or 6.00—16in on centre lock wire wheels with Duralumin rims. Weight 2,180lb approx.



The light unit structure in steel sheet which forms the basis of the Pegaso car is clearly shown in this view. The scuttle is joined to the front wheel arches by stout box-section members, and deep side members combine with the central tunnel to impart rigidity to the central platform.

# TOUGH LONDON RALLY

TREMENDOUS ENTHUSIASM  
AND EXCELLENT ORGAN-  
IZATION FOR LONDON M.C.  
CLASSIC



The Vauxhall Velox saloon driven by R. P. N. Stark and J. A. Ambrose, seen here arriving at the finish at Croydon, was one of only four cars to lose no marks on the road section.

THE 1952 London Rally, the second of the series, organized by the London M.C., was a far more ambitious effort than the first, being run with a national permit and attracting a full entry of 300 cars, with as many reserves as the club cared to accept. Beforehand, there were many sceptics who prophesied failure and confusion with so many competing cars; for the event was run by a comparatively small band of officials, while the organization had been almost entirely carried out by two people, Godfrey Imhof and his wife. However, all these fears proved unjustified; everything went like clockwork, and no considerable delay was caused at any point.

The road section of the rally covered a total mileage of just under 700; competitors had the option of starting from either London (that is, in fact, from the Aerodrome Hotel at Croydon) or Leeds. The two routes converged on the first control, at Kidderminster, and from there the combined route lay across to Wenlock Edge (where the first special test was situated) and thence via the first map-reading section to Cross Gates. This section was covered during the Friday night; each crew was given a map at the start of the section on which the various route checks were pin-pointed, and the rest was up to the navigator! Then came Llandrindod Wells, where there was a compulsory one-hour stop, and the second test; these tests, of course, were solely for use as tie-deciders, the marks lost for lateness on the road section being the principal factor affecting success. The remainder of the night—and a good deal of the Saturday morning, for the later starters—was spent

The last control before the finish was at the Air Balloon Hotel near Birdlip; here is the Sunbeam-Talbot of Raymond Baxter and R. W. Phillips, accelerating away after checking in.



on a circular route embracing Lake Bal and Bont Newydd, finishing just before the Lampeter control with the last two tests.

From Lampeter, competitors started on the second map-reading section, terminating at Dihewid—this one in daylight, however—and thence travelled in another loop via Devil's Bridge and the Elan Valley to Hay-on-Wye, where there was another compulsory stop. Then came the last difficult bit; from Hay through Michaelchurch Escley to Pandy on a twisty minor road, over which the maintenance of the set average speed of 30 m.p.h. was more difficult than at first appeared. From Pandy the route lay back to the finish at Croydon, the only remaining control being at the Air Balloon Hotel near Birdlip, in Gloucestershire.

## Four Clean Sheets

It was the aim of the organizers, as far as possible, to achieve the process of sorting out the winners on the road section, which is more satisfactory than a result achieved merely on test times. Last year only one competitor succeeded in preserving a clean sheet throughout; this year, in spite of the vastly increased number of entrants, there were but four crews penalized at the finish. Moreover, it is interesting that these represented three different classes of car; the winner, the Morgan Plus Four of J. H. Ray and J. C. Dixon, and Ian Appleyard's Jaguar represented the open cars over 1½ litres, the H.R.G. of A. S. McDonald and R. Baxendale the open cars under that figure, and the Vauxhall Velox of R. P. N. Stark and J. A. Ambrose came from the saloon categories.

By far the most difficult part of the rally was the night map-reading section, and it was here that all but five competitors lost marks. The fifth, incidentally, was the Le Mans Replica Frazer-Nash of M. R. G. Mostyn and A. Bray, which had the misfortune to lose marks on the later map-reading section during the Saturday morning through an error in navigation followed by a minor collision with another competing car. The worst accident which occurred during the course of the rally, however, took place early on, near Bridgnorth in Shropshire, during a main road section of no particular difficulty; the Triumph roadster of B. J. Chamberlain and F. G. Rees came into collision with a

lorry, the former receiving injuries from which he subsequently died.

Many were the stories of misfortune, both humorous and otherwise, which resulted from the night section. As usual, the palm was taken by Jack Reece, inveterate rallyist and raconteur; he claimed to have been chasing down a country lane at dead of night which terminated in a farmyard, and before he could pull up he found himself in a barn! Before he and his co-driver could take any action the doors of the barn were slammed behind them, and the irate farmer—with stick and beard—apostrophized them in round terms as the fiftieth pair of lunatics who had arrived there that night! Some on-lookers, however, were much more helpful; when the M.G. of A. H. M. Edney stopped in a Welsh village street and the driver and navigator commenced to argue as to the correct direction, a nearby window opened and a Welsh voice instructed them with no more ado to take the first left and second right, the window then slamming shut before any thanks could be expressed.

## Frost

Fortunately, the weather on the whole remained kind, although there was no question as to the slight frost during the night in mid-Wales. Apart from that and slight occasional patches of mist, there were only one or two rain showers, which did not mar the interesting sections. With the freedom of route between the check points on the map-reading sections came the perplexing spectacle of different competitors travelling in opposite directions over the same stretch of road, and crossing one another's paths at right-angles at frequent intervals; a phenomenal avoidance on one such occasion led to the Austin driven by the Misses Palmer becoming *hors de combat* in a ditch. The crew were eventually rescued by the local police, and, no other accommodation being available, accepted the hospitality of a cell in the police station for the night.

One good effort was that of R. A. Jameson, whose M.G. stripped its crown wheel and pinion near Leeds just before the start. The organizers consented to allow him to start at the end of the procession (as number 313) instead of near the beginning as number 48, and after the necessary repairs had been most speedily carried out, start he did. This

pleasant spirit of avoidance of red tape, together with an absence of unnecessary regulations and any indefiniteness as to the meaning of those which did obtain, was characteristic of the whole event. Few breaches of the regulations were committed, and those were almost all admitted by the offenders to have occurred during moments of mental stress and aberration.

Of the major prizewinners, the performance of the Ray-Dixon Morgan was admirable in every respect; no marks lost on the road section, neat and tidy in every test with consistently good times. Similarly the H.R.G. of McDonald and Baxendale, beaten only by seconds on test times. Stark's remarkable effort with the saloon Vauxhall was marred only by over-running a line in one test, while the same fate overtook Appleyard's Jaguar, which also had the misfortune to have the engine stall in another test. Very fine performances were put up by E. S. Sneath, president of the Sheffield and Hallamshire M.C., who lost only one mark with his 3½-litre Bentley tourer and was third in his class, and the Hillman Minx saloons of Cooper and Leighton, and Scott and Wilson, who also lost only one mark

each, the former's test performances giving him the class victory. There were special novice's awards in all the different classes, and the performance of A. Alsop and P. Rennie in a Sunbeam-Talbot, who lost only two marks in all, led Imhof to speculate audibly as to what they would do when they became expert! Finally, the Coupe des Dames was won by Mrs. Lola Grounds and Mrs. Doreen Reece, both wives of well-known rally competitors, in a Morris Minor; a very fine effort, against such opposition as that of Mrs. Appleyard, Mrs. Nancy Mitchell and Mrs. Allard.

#### PROVISIONAL RESULTS

**Wick Challenge Trophy** (best performance): Morgan 2.068 (J. H. Ray and J. C. Dixon), 0 marks lost.

**Northwater Challenge Trophy** (best performance in opposite class): Vauxhall 2.275 (R. P. N. Stark and J. A. Ambrose), 0.

**Committee Trophy** (runner-up in winning class): Jaguar 3.542 (E. I. Appleyard and M. Wilson), 0.

**Coupe des Dames**: Morris 516 (Mrs. L. E. Grounds and Mrs. D. Reece), 45.

**Team Prize**: 1. Hillman 1.265 (J. D. Leavens and H. B. A. Sanders); Hillman 1.265 (P. C. Harper and J. Kemsley); Vauxhall 2.275 (R. P. N. Stark and J. A. Ambrose), 62.

**Mixed Crew Trophy**: Jowett 1.406 (C. A. Leavens and Mrs. J. Leavens), 2.

**London M.C. member with next best performance**: Morgan 2.068 (W. A. G. Goodall and T. Hall), 2.

#### Class winners

**Standard open cars**  
Up to 1,350 c.c.: M.O. 1.250 (B. Blundell and



Mrs. Nina Imhof, secretary of the rally and one of the chief architects of its success, has a word with George Hartwell after the latter's arrival at the finish in his Hillman Minx.

E. B. Hunt), 4; (best novice): Austin 1.200 (G. B. Newbery and P. J. Waterton), 18; 1,351 to 1,600 c.c.: H.R.G. 1.496 (A. B. McDonald and B. Baxendale), 0; (best novice): H. R. G. 1.496 (J. Wishart and P. A. E. Roberts), 72. **Over 2,000 c.c.**: Jaguar (Appleyard); (best novice): Morgan 2.068 (J. West and D. B. Smith), 11.

**Standard closed cars**  
Up to 1,350 c.c.: Hillman 1.265 (P. G. Cooper and O. L. Leighton), 1; (best novice): Austin 1.200 (D. R. Watkinson and M. F. Ellis), 56; 1,351 to 1,600 c.c.: Riley 1.496 (P. H. Channon and H. C. O'Hara Moore), 2; (best novice): Prater-Nash-B.M.W. 1.911 (D. B. Watkinson and R. A. Watkinson), 52. **Over 2,000 c.c.**: Vauxhall (Stark); (best novice): Sunbeam-Talbot 2.267 (A. Alsop and P. Rennie), 2. **Specials**: Triumph 1,800 s (E. Ainsworth and J. Beckett), 5; (best novice): Riley 1.496 (R. Neate and A. Cooper), 95.

312 entries; 22 non-starters; 68 non-finishers.

## ASTON MARTINS AT SNETTERTON

**D**ISAPPOINTMENT at Snetterton, near Thetford, Norfolk, was created by the non-appearance of such performers as J. M. Hawthorn and Ken Wharton, and the absence, too, of the Aston Martin DB2s of M. Morris-Goodall and Brian Litchfield. But despite this, last Saturday's meeting organized by the Aston Martin O.C. provided a particularly pleasant day's sport.

The weather was kind, and the interesting 2.7-mile course added to spectator enjoyment because a downhill stretch before the finishing straight enables the cars to be seen for a considerable distance. The programme started with a half-hour high speed reliability trial, so useful for practice purposes, in which four 1½-litre Astons were notably fast—those of W. J. Davis, D. H. H. Adams, P. Sims and M. R. P. Riley.

Then racing proper started with the first 5-lap handicap. This provided a wonderful scrap between Hugh Howorth, who, with a 1min 0.4sec handicap, cut through that half of the field in front of him with his usual verve, and B. Wyatt's blown 2.3 Bugatti. This XK120-Bugatti duel came to its climax when Howorth took the lead on the last lap—but only to spin round and let Wyatt back into the lead to win by a few yards. Ken Watkins drove his Allard well from scratch to take third place, albeit some distance behind Howorth.

A 10-lap handicap followed for Astons

of 2-litre capacity or over in which four DB2s were entered, but unfortunately only those of George Abecassis and David Brown, Jnr., were brought to the line. The remaining six cars were pre-war 2-litres. David Brown's convertible DB2 retired on the seventh lap, and Abecassis could not manage better than fourth place, after giving away 1min 20sec to the worthy winner, Peter Stewart. B. Baxter was second and R. F. Collinson third, both of them having had a 2min handicap.

Interest switched then to the *formule libre* race, in which Eric Thompson's Delage-E.R.A., the Connaughts of Ken Downing and Leslie Marr, Richardson's R.R.A. and Barber's Cooper-Bristol were among the most formidable entrants. E.R.A.s were in the hands of D. Wilkinson and A. W. Birrell. Three of the 15 laps saw Barber in the lead, and as the race progressed Eric Thompson started moving up. Birrell and Richardson fell out in turn when each was at the time in second place, and by two-thirds distance Thompson was right up on Barber's tail—but he never got quite close enough to try to overtake. Ken Watkins did very well to take third place in his Allard, even though well behind the leaders.

A second 5-lap handicap was won by P. Woosley's 4½-litre vintage Bentley, driven very fast indeed. Although giving away nearly a minute to the limit men, he was in the lead on the fourth lap. Morris-Goodall took second place with a

2-litre Aston after R. I. Ireland's 3-litre Bentley had retired on the last lap.

The H. Elwell-Smith Trophy for 1½-litre Aston Martins was won by R. F. McNab Meredith, in a special 10-lap handicap race. Ivor Robertson managed to get through from scratch to take second. Snetterton again showed itself to be a particularly interesting circuit, compared with most airfield venues, and the A.M.O.C. deserved special praise for the faultless organization of the meeting.

#### PROVISIONAL RESULTS

Lap distance 2.71 miles

##### High-speed reliability trial

37.8 m.p.h. average: 1. Aston Martin 1.495 (W. J. Davis); 2. Aston Martin 1.495 (D. H. H. Adams).

43.2 m.p.h. average: 1. Aston Martin 1.495 (P. Sims); 2. Aston Martin 1.495 (M. R. P. Riley).

48.5 m.p.h. average: 1. Jowett Jupiter 1.406 (W. T. Smith); 2. Aston Martin 1.950 (B. Baxter).

54.2 m.p.h. average: 1. Jaguar XK120 3.542 (H. Howorth); 1m 0.4s.

**Sports and touring cars (15 laps), handicaps:** 1. Bugatti 2.300 s (B. Wyatt) 1m 20s handicap; 12m 30.0s; 71.46 m.p.h.; 2. Jaguar XK120 3.542 (H. Howorth); 1m 0.4s.

**Aston Martin over 2,000 c.c. (10 laps), handicaps:** 1. 1.950 (P. Stewart); 1m 20s handicap; 25m 11.6s; 70.05 m.p.h.; 2. 1.950 (B. Baxter); 2m 20m 48.2s.

**Formule libre scratch (15 laps):** 1. Cooper-Bristol 1.376 (J. D. Barber); 20m 12.4s; 80.45 m.p.h.; 2. Delage-E.R.A. 1.495 s (E. Thompson); 30m 34.2s; 3. Allard 3.580 (K. Watkins); 31m 27.4s.

**Sports and touring cars (5 laps), handicaps:** 1. Bentley 4.298 (P. Woosley); 0m 55s handicap; 10m 52.6s; 70.17 m.p.h.; 2. Aston Martin 1.950 (M. Morris-Goodall); 0m 50s; 12m 47.4s.

**Aston Martins 1,500 c.c. (10 laps), handicaps:** 1. 1.495 s (R. F. McNab Meredith); 0m 45s handicap; 20m 4.2s; 64.84 m.p.h.; 2. 1.495 (I. Robertson); 1m 20m 12.0s.

**Special invitation race:** 1. E.R.A. 1.496 s (A. W. Birrell); 10m 28.4s; 77.34 m.p.h.; 2. Allard 3.430 (J. Fairman); 10m 35.0s; 3. Connaught 1.964 (L. Marr); 10m 34.0s.

Left: A bevy of Aston Martins, led by R. P. S. Eve, in the half-hour high speed trial which opened the meeting. Right: John Barber driving his Cooper-Bristol to win the *formule libre* race at Snetterton.





## NEW CARS DESCRIBED

The new frontal treatment considerably changes the appearance of the Hawk and blends very well with the general contours of the car. The side lamps are mounted in the ends of the horizontal air intakes.

# HUMBER HAWK Mk V

## *Detail Modifications to a Popular Family Car*

**T**HE post-war Humber Hawk has earned the reputation of being an extremely good-looking medium-sized car, and in its class and price range there is little doubt that, not only from an appearance point of view, it is a very popular car. Consequently for 1953 no major structural changes have been made, yet, to a certain extent, the car has been restyled and has a new frontal appearance. This has been done without losing the

general "family" characteristics of models produced by the Rootes Group. The Mark V, as it is called, has a neat and compact vertical central radiator grille, with two additional grilles placed low down just above the bumper. At the rear the most noticeable change is in the window size. Mechanically, very few modifications have been made, but a number of detail refinements have been incorporated. On the engine, for example, the cylinder block drain tap is fitted with a remote control—a small detail, but one that will no doubt please the owner.

Throttle control on the Mark V is by rods and joints in place of the flexible cable used previously. This method results in very smooth operation and eliminates the possibility of the inner wire freezing in its outer cable when the car is operating in extreme cold.

Another control change is the replacement of the automatic choke by a hand control, enabling the driver to vary the mixture ratio to suit the engine requirements for cold starting. Changes



in the transmission include increase of the clutch diameter from 8 to 9 in.

The chassis frame has been stiffened by boxing in some of the frame members and modifying the body mounting brackets. This, it is claimed, results in improved handling characteristics. In line with these modifications the spring dampers (between which is mounted the anti-roll bar) are larger, to prevent overheating troubles.

A number of minor modifications and improvements have been made which should considerably assist driving comfort. As with the Sunbeam-Talbot, edge lighting is adopted for the instruments. This is designed to eliminate glare yet enable accurate readings to be made when



The major styling change at the rear is increased size of the rear window. This improves the rearward visibility and reduces the blind spot sometimes caused by the rear corners of a four-windowed body.



the car is at speed. Also, the elimination of reflections in the curved windscreen has been studied and the instruments are now recessed, while there is a cowl over the speedometer dial.

This problem of windscreen reflections is of some importance, particularly under adverse conditions such as fog, when even a slight screen reflection appears considerably to hamper the forward visibility. Again, to ensure good vision in bad weather conditions, a more powerful windscreen wiper motor has been fitted.

A foot-rest has been provided for the driver's left foot when it is not operating the clutch pedal. This is connected to the dip-switch in such a way that the contacts are operated by pressure anywhere along its length. Passenger space in the rear compartment has been in-

creased by modifying the position of the rear seat, and to increase the rearward visibility and brighten the interior a very large window is now fitted.

#### SPECIFICATION

**Engine.**—4 cyl, 81 x 110 mm (2,267 c.c.). Compression ratio 6.32 to 1. Three-bearing crankshaft. Side valves operated by tappets.

**Clutch.**—Borg and Beck. 9in diameter dry single-plate.

**Gear Box.**—Synchronesh on top, third and second. Overall ratios: Top 4.55 to 1; third 6.78 to 1; second 11.24 to 1; first 14.50 to 1; reverse 18.037 to 1.

**Final Drive.**—Hypoid bevel. Ratio 4.55 to 1.

**Suspension.**—Front, independent by coil springs and wishbones; Armstrong dampers. Rear, half-elliptic leaf springs; Armstrong dampers and anti-roll bar. Suspension rate (at the wheel), front 73.5 lb per in; rear 102-136 lb per in.

**Brakes.**—Lockheed hydraulic two-leading shoe front, leading and trailing rear. Drums 9in diameter front and rear; 1½in wide front and rear. Total lining area 122.2 sq in (61.1 sq in front).

**Steering.**—Burman high efficiency, variable rate.

**Wheels and Tyres.**—Dunlop 6.40—15in on 5-stud steel disc wheels.

**Electrical Equipment.**—12-volt, 51 ampere-hour battery. Double dip, 42-36 watt bulbs.

**Fuel System.**—10-gallon tank. Oil capacity 10 pints. By-pass filter.

**Main Dimensions.**—Wheelbase 8ft 9in. Track, front 4ft 8in; rear 4ft 9in; Overall length 15ft 5½in. Width 5ft 10in. Height 5ft 4½in. Ground clearance (laden) 7.18in. Frontal area 22.9 sq ft approx. Turning circle 37ft. Weight (in running trim with 10 gallons fuel), 26 cwt (2,919 lb). Weight distribution, 52 per cent front; 48 per cent rear.



For 1953 the general contours of the Sunbeam-Talbot 90 remain unchanged, but the rear wheels are now exposed.

## SUNBEAM-TALBOT 90 Mk IIA

### Improved Braking the Aim of Alterations

**S**INCE last year the Sunbeam-Talbot has seen very few changes of a major kind, yet modifications have been made in the light of experience gained both in normal operation and under the very strenuous conditions imposed in competition work, such as the Alpine Trial and the Monte Carlo Rally.

In the 1952 Monte Carlo Rally a Sunbeam-Talbot gained second place. This was no mean feat, particularly for an orthodox four-door saloon powered by a conventional engine of around 2½-litre capacity. The car is very popular; its neat appearance and compact overall dimensions make it particularly attractive

for use in dense traffic as well as on the open road.

For the 1953 season a number of detail changes have been made. Perhaps the most noticeable item about the latest Mark IIA is the abolition of the rear wing enclosing panels. The car now displays an exposed semi-circular wheel arch at the rear, which blends very nicely with the general contours of the body. More important, it simplifies wheel changing, and the car does not have to be moved when the rear pressures are being checked. This improves the general handiness for the owner. The absence of the "spat" saves weight, and allows air



To improve the cooling of the brake drums, perforated steel disc wheels are now used.

## SUNBEAM-TALBOT 90 MARK IIA

— continued —

to circulate more freely around the brakes.

The problems of brake fade are very real on a number of cars today, if they are driven fast. With present-day styling and full-disc wheels, the air circulation round the brakes is often very restricted. Earlier styles of coachwork, often used with wire wheels, allowed very much more air to pass around the drums.

To reduce the tendency to fade, and to improve lining life on the Mark IIA, a number of improvements have been made to the brakes; the drum width has been increased by  $\frac{1}{2}$  in to  $2\frac{1}{2}$  in, and a total lining area of 172 sq in is now available. New moulded brake linings are used, with improved anti-fade characteristics, and they are also claimed to be less susceptible to the effect of change in atmospheric conditions. The road wheels are now perforated to assist the circulation of air round the drums and are fitted with small name plates which carry the Sunbeam-Talbot crest.

Headroom in the front compartment is increased by lowering the seat three-quarters of an inch, and edge lighting is now provided for the instruments. A trip mileage recorder is also incorporated in the speedometer. Other body modifications consist of fitting protective mud flaps to the front wings.

Although these modifications seem to be of a minor nature, they do show that the results of competition work enable a car to be perfected by what might be termed road breeding. The result is a model that should give extremely good service in the hands of the competition driver and average owner alike.



This view shows the Sunbeam-Talbot's light interior and the large area of the side windows. A slender frame divides the rear side windows at the hinge line.

### SPECIFICATION

**Engine.**—4 cyl, 81 x 110 mm (2,267 c.c.). Compression ratio 6.45 to 1. 70 b.h.p. at 4,000 r.p.m. Torque 113 lb ft at 2,400 r.p.m. Three-bearing crankshaft. Side camshaft operating overhead valves placed side by side in head.

**Clutch.**—Borg and Beck 9in diameter single-plate; 9 springs; carbon thrust block.

**Gear Box.**—Four forward speeds, synchromesh on top, third, and second. Overall ratios: Top 3.9 to 1; third 5.8 to 1; second 9.63 to 1; first 12.44 to 1; reverse 15.75 to 1.

**Final Drive.**—Hypoid bevel. Ratio 3.90 to 1. Hotchkiss drive.

**Suspension.**—Front, independent by coil springs and wishbones. Armstrong piston-type dampers and anti-roll bar. Rear, half-elliptic leaf springs and Panhard rod. Suspension rate (at the wheel), front, 67.8 lb per in; rear, dual-rate, 132-198 lb per in.

**Brakes.**—Lockheed hydraulically operated,

two-leading shoe at front. Brake drums, 10in diameter, 2 $\frac{1}{2}$ in wide (front and rear). Total lining area 172 sq in (86 sq in front).

**Steering.**—Burman high efficiency, variable rate.

**Wheels and Tyres.**—Dunlop 5.50—16in on 5-stud perforated steel disc wheels.

**Electrical Equipment.**—12-volt, 51 ampere-hour battery. Head lamps, double dip, 42-36 watt bulbs.

**Fuel System.**—10-gallon tank. Oil capacity 10.5 pints. By-pass oil filter.

**Main Dimensions.**—Wheelbase 8ft 1 $\frac{1}{2}$ in. Track 3ft 11 $\frac{1}{2}$ in front; 4ft 2 $\frac{1}{2}$ in rear. Overall length 13ft 11 $\frac{1}{2}$ in. Width 5ft 2 $\frac{1}{2}$ in. Height, running trim with 10 gallons fuel, 5ft 1 $\frac{1}{2}$ in. Ground clearance under similar conditions 6.63in. Frontal area 18.9 sq ft approx. Turning circle 36ft. Weight (in running trim with 10 gallons fuel), 261 cwt (2,954 lb). Weight distribution 49 per cent front; 51 per cent rear.

## ALL ROUND FRANCE

IN an age of bigger and better things, including rallies, the course of the Tour de France could be expected to be a little longer; this year it amounted to 3,438 miles, and was divided into three stages instead of six, the whole taking from September 9 to 16. The emphasis was upon speed, and no manoeuvrability tests were included, unless the two hill-climbs at the Col de Peyresourde and La Turbie are counted as such. There were four sprint tests, which were rewarded by the Prix Meignan. The first of these was a three-kilometre standing start at Le Mans; at La Baule there was a 500-metre test, standing start and finish, and at Roubaix a 500-metre standing start. The last of these tests was at Nancy, a 1,500-metre flying start and finish.

On the circuit at Rheims, competitors found themselves faced with a test of 100 kilometres in order to win the Prix Dunlop. There were also the two aforementioned hill-climbs (the first and last tests of the rally, respectively) which counted together for the Trophée de la Montagne.

Altogether there were 110 starters, of which only 57 finished. Nevertheless, despite the toughness of the event, with its speedy time schedule, most cars were fairly matched by the handicapping sys-

tem, although the larger cars were noticeably low in the final results.

From the first it was one of the smaller cars that took the lead, the 1 $\frac{1}{2}$ -litre Osca of Jacques Peron and his wife, and this lead was retained until the end of the second stage, despite the efforts of last year's winner, Pagnibon, who was driving his Ferrari with tremendous verve and winning all the tests. At the end of the first stage, Peron and Pagnibon were first and second; another Osca, driven by Armengaud and Chaix, was third; Redele and Moser, in a small Renault, were fifth, and the 610 c.c. D.B.-Panhard, driven by Marc Gignoux and his wife, was sixth. It was this car that ultimately won the event, a truly magnificent performance. Pagnibon was second on general classification, a place he relinquished only once, and the Renault third.

After a varied run (half-way through they dropped to 32nd place), Mann and Goodall, the only British competitors, finished 20th in their Aston Martin DB2, their highest position during the rally. Throughout the event and in all the tests, the Aston Martin was second in its class. Others worthy of note included the Porsche of Estager and Boussignac, and the Alfa of Aprile and Bossetti.



Fastest time in every test was made by Pagnibon, last year's winner, in the 2,714 c.c. Ferrari. He was running in second place in general classification until the end of the second stage.

### RESULTS

1. D.B.-Panhard (Gignoux and Mme. Gignoux); 2. Ferrari (Pagnibon and Macchievaldo); 3. Renault (Redele and Moser); 4. Osca (Armengaud and Chaix); 5. D.B.-Panhard (Steinper and Schwartz); 6. D.B.-Panhard (Pantivaux and Mazaroni).

**Class winners.**—Over 2,000 c.c.: 1. Jaguar XK120 (Berthomier and Mme. Berthomier); 2,000 to 2,500 c.c.: 1. Ferrari (Pagnibon and Macchievaldo); 1,100 to 2,000 c.c.: 1. Alfa Romeo (Aprile and Bossetti); 1,100 to 1,500 c.c.: 1. Osca (Armengaud and Chaix); 750 to 1,100 c.c.: 1. Porsche (Estager and Boussignac); 500 to 750 c.c.: 1. Renault (Redele and Moser). **Course des Dames:** 1. Renault (Mme. Pochon and Mme. Troff-Boucher).



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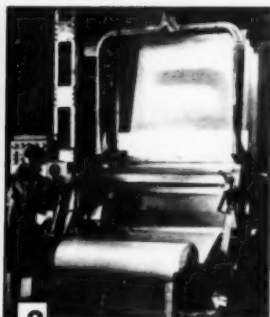
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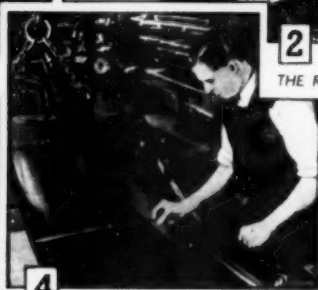
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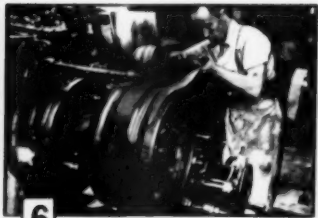
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Clean lines and wrap-round bumpers below the separate side lamps make the SM 1500 a distinguished looking car. Inset: the round dials and grained facia are new corners to the front compartment.



THE AUTOCAR SEPTEMBER 24, 1952

1197

## SINGER 1953 Modifications

*Detail Coachwork Improvements in SM 1500 : Twin-Carburettor Engine Available for Both Models*

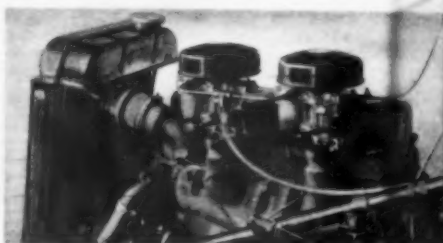
**N**O radical alterations are being made in the two models of the 1953 Singer range. Price also remains unchanged at £725, plus £404 5s 6d p.t., for the SM 1500 saloon; it is not quoted for the Roadster, which is reserved for export. Both saloon and Roadster are, however, available with a two-carburettor engine, giving a livelier performance; this engine is an optional alternative at £12 10s extra, plus £6 18s 11d. p.t.

Two Solex FA 1 downdraught carburettors are fitted to the engine, which has the compression ratio raised to 7.4 to 1 instead of the normal 7 to 1, but which is otherwise standard. On the Roadster the carburettors each have an air cleaner but on the saloon their air intake is from the single standard large air cleaner. Most of the modifications are in the SM 1500

saloon body, although the engine has now been fitted with thermostat control of the cooling system to give rapid warming up.

A larger rear window gives much better rearward vision and improves the general appearance, as also do the larger bumpers and over-riders. The bumpers have a useful wrap-round which gives good protection to the wings. Door handles are now of fixed pattern with push-button operation of the locks.

In the interior more room has been given to rear seat passengers by recessing the backs of the front seats. The styling of the door pockets is altered and the instruments now have round dials, the facia remaining otherwise unaltered except that the water control of the heater is now included on it. Formerly this control was beneath the bonnet.



On the Roadster, each of the two Solex carburetors has its own air cleaner.

The ventilator panels to the front windows were formerly hinged at their leading edges but for 1953 they are pivoted and can be opened completely. Moulded rubber mats for the front compartment, instead of carpet, are coloured to match the trim of the interior. This is a practical touch which is to be commended. Finally a new range of colours known as Metallchrome includes Coronation blue, British green and silver gun-metal in addition to black. Grey upholstery is supplied with the blue finish, beige with the green, and dark red is used for both the gun-metal and black.



With the increased compression ratio of 7.4 to 1 and two Solex downdraught carburettors, the Roadster, seen here in both open and closed forms, has a very lively performance.





Village shop, Ashbury.



"The pattern for the villages" cottages by Childrey pond.

# A VALE OF

*Escape from Reality on a Prehistoric White Horse*

By . . . . . MICHAEL BROWN

IT was a September morning, and I had just been sped on my way by the Riley people at Abingdon when the sun broke through the grey cloud. I claim, therefore, that the temptation was irresistible. My car had its new rev counter (you may remember the clock I felt no affection for), and someone at Riley's had breathed on the engine for me; the road was A34 to the south and I had been without a car for fourteen dreadful days. If I turned left at Rowstock Corner there were London and duty; if I turned right there were the Vale of the White Horse, Uffington Castle and the "Blowing Strwn." Unashamedly, I played truant, turning right at Milton Hill, thus cutting off Rowstock Corner and coming out on A417 just near East Hendred.

This is the outlet end of the Vale of the White Horse, as famous to the schoolboy (of my day, at any rate) as 1066 and all that, which may be the reason why the Vale of the White Horse has a lonely air, as if few people visit it (sparse houses for Shakespeare are owed to a too-early acquaintanceship



with the playwright). The river in the valley is the Ock, but of that no matter, for this broad sweep of Berkshire is the cradle from which the known England sprang; that is its claim to fame, and its prehistoric traces are magnificent.

Even so, I would not send you motoring along the valley merely for the sake of prehistory. There is scenery, too. The flat plain is wooded and bounded on the north side by a line of hills flanking Faringdon; steeply from its southern edge rise the Lambourn Downs, rounded and crisp, indented by combs and cropped by sheep. A little way up this escarpment a B-road goes dancing along from Wantage to Swindon, and it is that road which you should take; the rest is deviation. Note, however, that you are driving parallel to Icknield Way and the Ridge Way, which are up on the summits to your left, and then ask yourself why your ancestors preferred the crests, whereupon your road should disappear in a primeval forest and a wild boar may peer round the road sign to Childrey. But if imagination does not run that far, then obey the sign to Childrey and observe the haphazard grouping of a score of cottages round the pond, which is the pattern for the villages hereabouts. They have never felt the influence of the town planner, and are beyond stock-broker range from London, while Boar's Hill safely arrests the predatory intellectual from the home of lost causes, leaving such villages as Childrey to the locals and their business of farming the Vale.

### An Horatius Amongst Villages

Indeed, over the other side of the Swindon road is the hamlet which restored the digestions of those who were suffering from a surfeit of planning—Letcombe Basset. It was decided that Letcombe Basset was not a "viable unit" and should be merged with Letcombe Regis, a mile or two away. The protest meeting from the village hall was one of the classic broadcasts of the B.B.C. "Basset" remains, and the expression "viable unit" has dropped out of planning jargon; there may be a moral in this. The village itself is a pleasant spot, huddling under the downland beeches and possessing fine cress-beds.

I had just returned to the Swindon road from Childrey



"The watershed of the White Horse spur"—with an earthwork breaking the line of the hill.



A Georgian terrace at Reading.

## TRUANTS

when I was hailed by two hitch-hikers. But these were not typical hitch-hikers, and I have never picked up two more delightful companions. "I'm nearer 80 than 70," I was told in gentle tones, "and so is my brother. But we do our eight miles a day, and have done fifteen. We're very fond of old churches."

They were going to Uffington, in order to walk back to Wantage, where they were holidaying, and were obviously truants like myself. But whereas I was a truant from London, they were merrily dodging the cares of old age and tramping away the twinges. Yes, a lift to the starting point was a great help, and they were in no hurry. We chuckled over our professional and amateur statues, and how my predilection for prehistory up on the hills contrasted with their interest in architecture in the valley. I dropped them outside Uffington church, which Beckinsale calls "the noblest in the valley" in his *Companion into Berkshire*. It is a cruciform, with a fine octagonal centre tower. From the road alongside, through the gap in the flanking hedges, the White Horse can be seen from a good viewpoint. It is an exciting sight; as the two old gentlemen disappeared in the Early English doorway, I revved up my mechanical horses and shot back to Kingston Lisle, eager to be away up on the hill with the great horse of Uffington. But first I must see the Blowing Stone.

The "Blowing Stwun," as Tom Brown's *Schooldays* has it, is a Sarsen stone under a tree just inside a cottage fence. The marker on the Swindon road is a natural oak fingerpost,

at which you turn left for 50 yards. You may admire the stone over the fence, or apply to the custodian for a key which, presumably, unlocks the board guarding the "mouth-piece." I would like authentic confirmation that the stone has ever been "blown"; even if not, however, it is a fine legend that stirs the blood as you imagine the mournful echoes being thrown back from the great downs.

The Riley leaped forward again, the watershed of the White Horse spur within sight. A narrow road leaves to the left, signed White Horse Hill by the admirable Office of Works device, for the Horse is a classified monument. Climb this hill, which will require second gear and a head for heights, the drop over the right-hand side being very steep and not particularly well guarded. Do not let doubt perplex you as the road deteriorates, for there is an adequate car park at the top, firm and level of surface.

The Riley stood alone on this weekday morning, and I set off along the summit towards the White Horse, buffeted by a high wind that made the car rock slightly as it stood there. The Horse is not visible from this point, but all tracks lead towards it, and I was, in any case, guided by the noise of an internal combustion engine. At last the deep gullies of chalk were reached, and there, of all things, were young men with barrows, spades and picks—and a bulldozer. I recalled that the old chalk, which has become grey with age and tramping, is being dug out of the Horse and replaced by new, white lumps from a neighbouring pit.

These, then, were more truants, this time from reality—the reality of unbalanced overseas accounts, overtime bans, and wage and price spirals. The cares of modern Britain were down in the haze-filled valley, and up here on the summit men were scouring the White Horse, as they had done for centuries, but this time with the aid of a bull-dozer. I could have laughed with the wind that guffawed through



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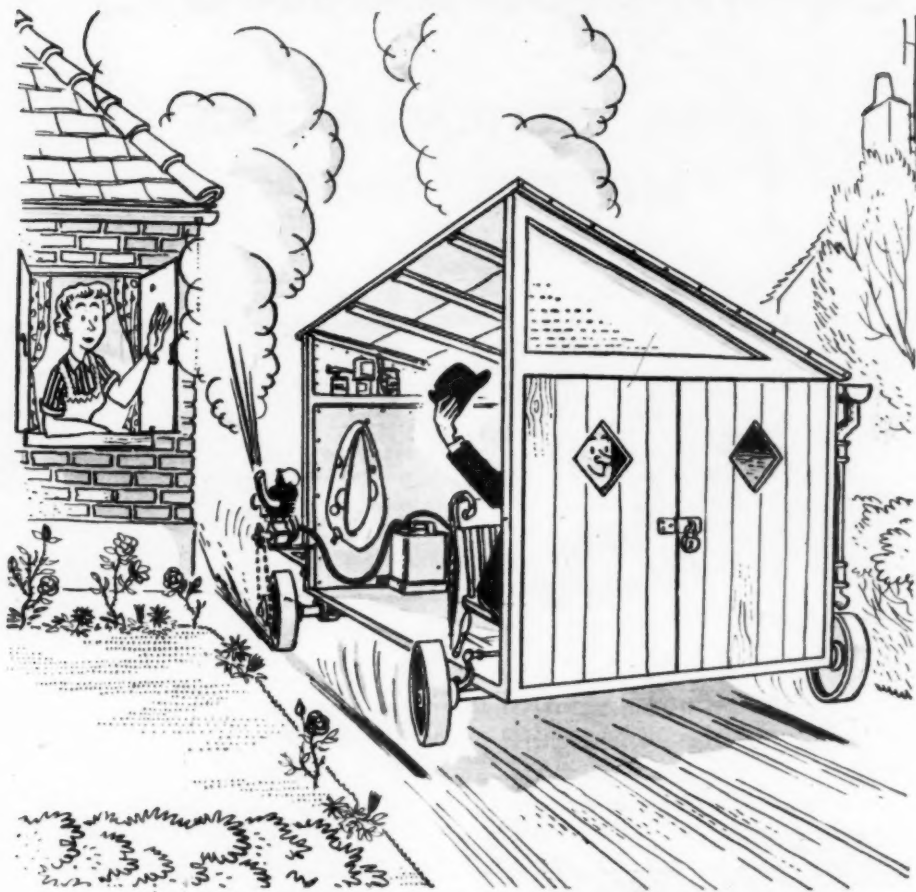
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## CORRESPONDENCE

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### VISIBLE MEANS OF SUPPORT

The Case for the Pioneer Manufacturer Clearly Stated

[64447].—In his article "Visible Means of Support" (*The Autocar*, August 22), John Rabson doubts the competence of early motor car manufacturers, in suggesting that they neither provided for, nor considered the comfort and weather protection of, the user.

There may be some foundation for his contention, in respect of the few who merely copied cars of Continental manufacturers, and contributed nothing to the science of automobile engineering; but in regard to the pioneer manufacturers of high-grade cars, he is very wide of the mark.

From the inception of the motor industry in this country the manufacturers have been as much concerned with the qualities that sell their wares, i.e., the comfort and weather protection of the user, as with the mechanical excellence of the chassis.

In order to put the evolution of the motor vehicle into correct perspective, it should be borne in mind that, initially, it was conceived as a vehicle to supersede the horse-drawn carriage, and, as such, a speed 50 or 100 per cent greater than the horse vehicle's was then envisaged as sufficient. Horse-drawn vehicles at that time were not provided with spring cushions. A hair-stuffed cushion of about 3in thick was deemed, by carriage builders and users, to give adequate comfort.

It was obvious at the outset that the motor car would appeal mainly to those drivers to whom speed was a greater attraction than comfort and weather protection. Thus the motor car

should be comparable for comfort and weather protection with vehicles of the dog cart or mail phaeton type, none of which had anything but the scantiest weather protection (the driver used to dress for the occasion), nor any elaborate degree of comfort in the upholstery. It was not unnatural that the motor manufacturer should provide the same degree of comfort and protection as his customers used and generally regarded as adequate.

Increased speed very soon convinced the manufacturer (who, by the way, did use and criticise his productions) and his customers that spring cushions would give enhanced comfort, and by 1905 spring cushions came into general use. By that time motor cars were rapidly extending their sphere, and were being acquired by vehicle owners who were accustomed to more elaborate weather protection. Manufacturers were not slow to adopt time honoured customs by providing carriage bodies of the brougham and landaulet types.

These led up to body designs giving even greater protection than had ever been accorded to the horse-drawn vehicle user—the limousine and saloon bodies, in which the driver's comfort was considered on equal terms with that of the passengers.

Improvement in comfort and weather protection has been, from the inception of motor vehicles, a process of continual evolution. Spring-framed cushions, originally 2½ or 3in deep, grew up to be 9 or 10in deep, the seat board being lowered progressively as the cushions became deeper. The introduction of latex foam upholstery bids fair to supersede spring cushions, in the near future.

As to the "essentials of fit and stance," to quote the author's own phrase, coach bodies were mostly custom built, or to use modern jargon, "tailored." Far more attention was paid to individual requirements in fitting the seats, position of steering column, pedals, and so on, to the customer, and his chauffeur, than is done today. Steering columns were adjustable for height, and before the advent of adjustable length columns, some manufacturers provided alternative lengths of columns; clutch, brake, and throttle pedals were made adjustable; driving

## CORRESPONDENCE

continued

seats were built to suit the driver for both height and rake of cushion and back squab. The back rest was of "semi-bucket" form supporting the body against rolling, which gave comfort without insisting on the triangular "stance" advocated by Mr. Rabson.

All these refinements disappeared as mass production developed. As the essence of quantity production is cost reduction, it was essential that all units coming down the production line must be identical.

The purchaser's only remedy, if he cannot adapt himself to the ready-made car, is analogous to that of the purchaser of a ready-made suit of clothes—get it altered by a tradesman who makes it his business to satisfy individual requirements.

Lanchesters were not alone in providing these refinements. They were generally accepted obligations amongst the leading manufacturers, before they were forced by mass production to jettison all refinements that created departures from the standardized product.

G. H. LANCHESTER.

Farnham, Surrey.

## RESTRICTIVE PRACTICES

## A Further Example Cited

[64448].—I have read with interest Michael Brown's article on "Restrictive Practices" (*The Autocar*, September 12). Just for the record, here is another example, in my own town.

An island now replaces a suspended winking light which showed red in both directions and, supplemented by a "Halt" sign on the lesser road, gave warning of the presence of a major cross-roads.

In spite of these obvious warnings the accident rate at this particular junction was very high, and included some fatalities. The answer, surely, was to employ traffic lights, which would ensure a clear traffic flow in alternate directions. Instead, the local authority saw fit to install, at great expense, this obstacle which serves only to slow to about 5 m.p.h. all large vehicles, including the regular ten-minute bus service. At the same time, the island can be "swept" in grand style by the foolhardy driver of a small car in a hurry, at an approaching 30 m.p.h., although the distance between kerb and island is less than the width of a normal suburban street.

This is, I feel, a state of affairs which can lead only to congestion and greater danger than existed previously; we shall see!

GEOFFREY E. SCOTCHERN.

Letchworth, Hertfordshire.

## THAT ROAD CIRCUIT

## High-level Action Called For from the R.A.C.

[64449].—The cancellation of the classic Tourist Trophy Race, following so closely upon the outstanding success of the B.A.R.C. nine-hour race at Goodwood, gives point to a lesson which cannot be ignored.

The nine-hour race was, it is now admitted, a bold experiment which succeeded beyond expectation. Before the event there were many, including the writer, who had grave doubts regarding the wisdom of this ambitious project. The circuit was thought to be too short for a large field of sports cars in a long-distance event. The dangers of a multiple accident, particularly at night, were all too obvious. Drivers doubted their ability to maintain high speeds for long periods on a circuit providing no relaxation. The mechanical mortality, it was suggested, would be high. But the B.A.R.C., undeterred by these objections, pursued their plans, with results which are now well known.

In contrast to this forward-thinking policy, the R.A.C., when they revived the Tourist Trophy Race in 1950, could only return to the scene of their past triumphs; but much had changed. The Ards circuit, so conveniently situated at the end of the tramlines from Belfast, was no longer available. Instead there was a new circuit at Dundrod, admittedly a very fine circuit, but far less easy of access. Moreover, the course encircled the catchment area for the Belfast water supply, presumably chosen because it enjoyed an unusually heavy rainfall.

Great changes had taken place also in the motor racing picture. The Ards Tourist Trophy, from 1928 to 1936, was virtually the only form of road racing it was possible to see in the British Isles; Donington had yet to attain greatness; the Campbell circuit and the Crystal Palace were still in the future. Many thousands felt the journey to Northern Ireland was justified to see one race a year. But today we have a form of road racing—at Silverstone, Goodwood, Boreham, Thruxton, Ibsley, Turnberry—almost every weekend. Northern Ireland, more difficult

and more expensive to reach by far than France, seems a very long way.

What is the answer? It is very obvious, following upon the Goodwood success, that next year will see an increase in the number of long-distance sports car events. But the Tourist Trophy is one of the great names of motor racing, fit to rank with Le Mans, the Mille Miglia and the Targa Florio. It would be a disaster if it became just one more airfield event, with nothing to distinguish it from any other except the name. There can be no future in that direction.

Is there no hope that the R.A.C. will adopt the progressive policy of the B.A.R.C. and attempt something quite new? With the immense power and prestige of the R.A.C. is there really no hope of closing public roads in this country, if only for this one race each year, organized by the governing body of motor sport? How long is it since such an attempt was made? We now have round-Britain cycle races, for which the roads are closed in fact if not in theory. Even British bureaucracy becomes more enlightened with the passage of time. And if the difficulties are really insurmountable, what of Richmond Park, where a magnificent circuit exists, ready to use with only a minimum of alteration? I am aware that the immediate reaction will be that such things are beyond the realms of possibility. At least let the effort be made.

JOHN WYER.

London, W.5.

[John Wyer is the manager of the racing department of Aston Martin, Ltd., and was severely burnt in the unfortunate accident to Reg Parnell's car during the nine-hour race at Goodwood. It is with pleasure that we learn that he is now out of hospital and well on the way to a complete recovery.—Ed.]

## ECONOMY

## Achievement in Cheap Motoring

[64450].—Readers of *The Autocar* may be interested to learn of a journey, made by three British Servicemen, which we think represents a notable achievement in economical motoring.

Having flown out to Vancouver, we continued by coach to Seattle, Washington, where we purchased a 1936 Chevrolet coupé for £30. In the following nine days we covered a total distance of 2,825 miles. We set off to San Francisco along the hazardous Pacific Coast, arriving after three days' travel. From there we drove to Bismarck, North Dakota, by way of Sacramento, Reno, Salt Lake City, and Yellowstone National Park. This involved driving through desert and mountainous regions, often in temperatures in excess of 100 deg F. The only additional expense, apart from accommodation and normal cost of living, was £20 spent on petrol and oil. Of the nine days with the car, three were spent sight-seeing, and the greatest distance travelled in any one of the remaining days was 492 miles.

At Bismarck we sold the car, having gained great satisfaction and pleasure from its trouble-free performance, but importation difficulties prevented us from bringing the car from the U.S.A. into Canada.

M. SHARRATT, H. C. WATKINS, J. H. NORTH,  
Manitoba, Canada. Pilot Officers, Royal Air Force.

## BRITISH PRESTIGE

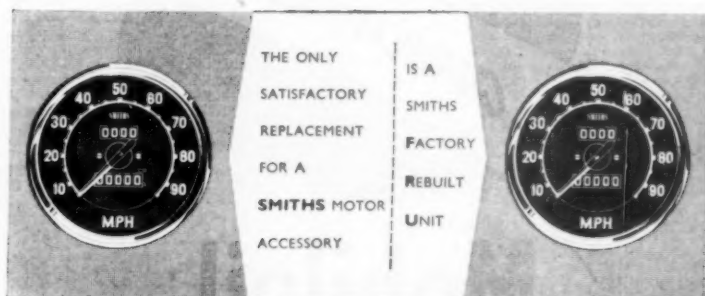
## Replace the B.R.M. Before Interest Declines

[64451].—So the B.R.M. project is to be disbanded. The cars have been subjected to considerable criticism, and perhaps a little has been just, but the fact remains that no British producer of racing cars is in a position to finance the development of a formula 2 engine and gear box unit to compete favourably with the Ferraris and others.

Enthusiasts have rightly pointed out that the British must not be satisfied that their cars merely finish. We must enter the Grand Prix of Europe with every possibility of getting 1st, 2nd and 3rd places, and not be content to play second fiddle to any foreign rivals. The success of British racing cars in international events certainly must influence potential foreign customers at least in the sports car markets, and this is confirmed by the number of British enthusiasts who have recently been dreaming about their ambitions to obtain a new Mercedes.

We must admit that during the present season no one has expected the British formula 2 cars to get even within the first three places, and next season with the field probably consisting of Ferraris, Maseratis, Mercedes and Alfas, the most optimistic can expect only one British car to finish within the first 12 places.

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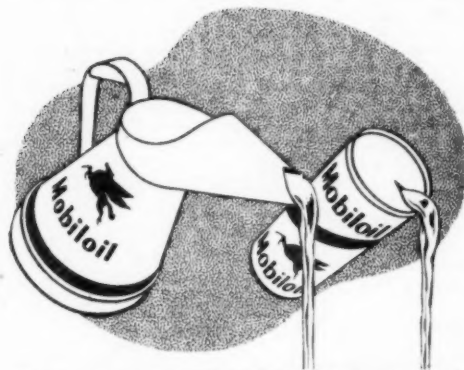
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## CORRESPONDENCE

continued

Our only hopes of doing anything about this are that one of our leading manufacturers will take up the challenge or, failing this, that a new company or organization will be formed to produce quickly the engine and gear box units which are not at present available in this country. We must also bear in mind that, although we have enjoyed supremacy in formula 3 events, the Italians are able to call on Gilera and M.V. four-cylinder 500 c.c. power units giving considerably higher b.h.p. than the present 500 c.c. engines available to British racing car constructors.

It is quite apparent that the present British manufacturers of racing cars are able to design and construct suitable chassis, which are light and rigid, with suspension, steering and brakes at least as good as on the Continentals, but are not in a position to afford, say, £30,000 to develop the 2-litre power unit. I have been asked many times this season why I did not produce a 2-litre racing car, and the answer has been that I am not able to obtain the power unit. I tried the Bristol company, who informed me that, owing to their other commitments, they regretted their inability to supply.

In summing up the future of motor racing in this country one can only conclude that, unless a world beater is available within the next two seasons, British public support will decline, because the majority of enthusiasts attend for the thrill of seeing a possible British victory. To give confidence in this direction, could the motor manufacturers give us an indication whether they intend embarking on such a project, or, failing this, could another Trust be formed to design and develop the necessary power units which could be made available to the present British racing car manufacturers?

C. W. KIEFT.

Kieft Car Construction Co., Ltd.

Bridgend, Glamorganshire.

## ALL-NIGHT SERVICE

The Traveller, Not the Garage, to Blame

[64452].—In reply to Mr. J. F. A. Painter [64419], may I repeat a similar tale concerning night travel? Recently I had reason to leave Weston-super-Mare at 4 a.m. and travelled through Bristol, on to A4 to Reading.

I, too, looked for a petrol station, as I knew my supply would not complete the journey, and it was not until 7 a.m., when I reached Marlborough—a distance of 80 miles—that I found a petrol supply available. If this station had not been open, I would have had to stay until it was.

However, my reactions were different from those of Mr. Painter, and I criticized my own "shocking lack of enterprise" in not having ensured a supply of petrol before I started on my journey, which I knew I was to undertake the evening before.

I am sure that the amount of night travel nowadays is such that garages cannot be expected to remain open, and that the night traveller should make his own adequate preparations.

Camberley, Surrey.

HONI SORT.

Supplies Available at Yeovil

[64453].—With regard to Mr. J. F. A. Painter's complaint that he was unable to find an all-night garage on A30, if he had carried the A.A. Handbook he would have seen that West of England Cars, Ltd., Yeovil, are open all night.

The pump lights at this garage can clearly be seen from A30 as one drives through Yeovil.

I had occasion to use this garage at 3 a.m. on September 2, and I not only received prompt and courteous service, but also the attendant provided us with tea and sandwiches.

Edgware, Middlesex.

W. KNIGHT.

Too Few Customers at Night

[64454].—Referring to Mr. J. F. A. Painter's letter [64419] in the issue of September 12, regarding all-night petrol service on A30, I have been a regular user of this road since 1926, chiefly at night, and, in my opinion, all-night petrol facilities have never been worse than they are today.

I found, as recently as August 20, that the only petrol station open after midnight on A30 was in Camberley. City Garages, at Exeter, were closed at 5.45 in the morning. They informed me in June that they now close at midnight; it did not pay to remain open all night.

I can well understand it as it is rare to see more than half a dozen cars on the road between 1 and about 6 a.m. I find

it safe to rely on finding one or two stations open in Cornwall, between Launceston and Indian Queens, soon after 6 a.m. in the summer months.

Nevertheless I always top up at Camberley and carry a spare can.

Billerica, Essex.

MARTIN MANN.

## FERRY CHARGES

Reasonable Norwegian Rates

[64455].—From time to time one reads letters protesting against the fantastically high charges made for carrying cars across the Channel. Such criticism is answered by the statement that it is impossible, economically, to make any reduction.

The following examples of Norwegian charges may be of interest and one wonders why British firms cannot do as well. In both cases the charges relate to a car of 10ft 6in wheelbase, weighing 34 cwt, and accompanied by two persons.

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Stratford-on-Avon, Warwickshire.

## REASONABLE

Agreeable Experience in Southern Ireland

[64456].—In these days of high maintenance charges it is refreshing to recount the following incident which took place recently in Southern Ireland.

I broke two leaves of a front spring on a Sunday morning, miles from anywhere. I managed to persuade my car, a 1936 Morris Eight, to reach the nearest small town, where I called at the home of a local garage proprietor. Without any complaint, he forsook his afternoon nap, took off his coat and got to work. Having found that he had no spare of the correct type, he fabricated two leaves from a different model, and had me back on the road in two and a half hours. His charge of 15s left me gasping, and wondering what change I should have had from five pounds, had this work been done at the average garage in England.

C. M. BARLING.

Peterborough, Northamptonshire.



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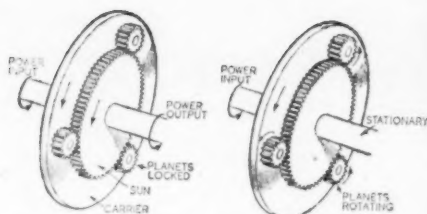


Fig. 1. An epicyclic gear in which the planet carrier is driven and the sun wheel is the power output. If (right) the planets are free to spin no drive is transmitted; if the planets are braked (left) the sun wheel is driven.

## SIMPLE AUTOMATIC TRANSMISSION

IT is a characteristic of a simple epicyclic gear that it can be used as a simple form of torque converter, giving a drive of variable ratio. This has often been done by progressively braking some part of the train of gears, using friction or a hydraulic turbine pump. An interesting variation is the use of centrifugal force in the epicyclic torque converter of McGill-Langford Gearless Drive Pty., Ltd., Harmony House, 2, Harnham Road, Salisbury, Wiltshire.

In this transmission, the engine drives a planet carrier with three planet wheels; the sun wheel shaft is the power output shaft; and the planets, free to rotate when the transmission is not driving, are progressively braked to provide drive. When they are finally locked, carrier and sun wheel rotate as one mass and a direct drive is provided (figure 1).

It is in the braking of the planets that the ingenuity of this invention lies. The spindle of each planet wheel passes through the carrier and terminates in a spider with slotted arms. These arms are inclined forward towards the direction of rotation (figure 2). Mounted on the carrier is a circular channel in which weights revolve, each weight having a tongue which engages in the slot of a spider arm; and the tongues are the only connection between spider and weights, and the spider therefore drives the weights round and round in their channel. Now, the centre of the spider and the centre of the circular channel for weights are not the same. They differ enough for

each weight to have to slide its tongue up and down the slot in the spider arm once for each time it revolves round its channel (figure 3). The resistance of the weights to this process might be thought to be small.

But it is here that centrifugal force comes in. The assembly of planet-spider and weight ring is on the circumference of a circular carrier or flywheel which is rotating on its own axis; and the weights therefore all exert centrifugal force outwards. In rotating them round their guide, the spider has to overcome centrifugal force. Moreover, the forward inclination of the spider arms actually causes the weights to attempt to impart reverse rotation to the spider (figure 4). There is another factor which gives the weights a resistance to travel round their channel. It will be noticed (figure 3) that any neighbouring weights are close together when they are at the roots of the spider arms, and farther apart when they are at the tips of the arms. They are therefore being constantly accelerated and

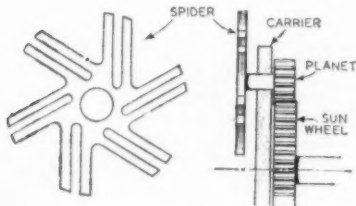


Fig. 2. On the spindle of each planet is a spider with slotted tangential arms.

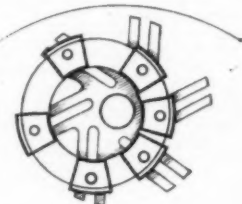


Fig. 3. An assembly of weights revolving in a circular guide has a centre offset from the centre of each spider.

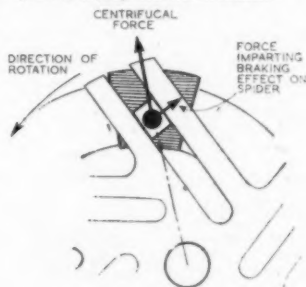
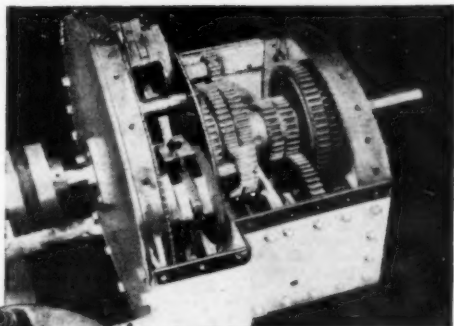


Fig. 4. Under the influence of centrifugal force, each weight exerts a braking influence on a spider arm, owing to the forward inclination of the arm.



The McGill-Langford transmission allied (top) with a gear box giving stepped down ratios by normal means. Left is a partly assembled transmission, showing the spiders and an allied circle for weights.

slowed down as they revolve. The transmission, in practice, works like this:—

When engine speed rises, the centrifugal brake on the planets resists their rotation, and the carrier begins to drive the sun wheel and power output shaft. This output shaft has, of course, to overcome the inertia of the car, varying with weight and load, and also to overcome gradients. If, in spite of a high engine and planet carrier speed and consequent strong braking of the planets, the sun wheel and output shaft encounter resistance, the planets are forced to revolve, with a step down in transmission ratio. The amount they are forced to rotate provides a variable ratio.

The question of power losses arises. The braking effect of the planets must be felt as a general increase in friction with increased gear tooth loadings, and so on, and a certain amount of power is theoretically absorbed in the overcoming of centrifugal force. The extent of loss has not been measured and would require dynamometer tests. There is also the question of too arbitrary and automatic an action of an automatic transmission, the penalty of an otherwise desirable simplicity. In the most highly developed transmissions, a certain amount of complication has been introduced to make them smoother and more unobtrusive and to give them some degree of the human qualities of judgment and discretion.

## Accessories

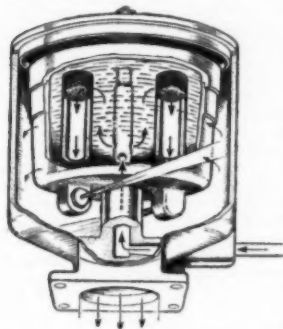
### Simple Heater

THE simple car interior heater made by Cosmic Car Accessories, Ltd., which has no fan or radiator, but takes in warmed air from the car's own radiator, is in future to be distributed by Weathershields, Ltd., Bishop Street, Birmingham, 5. The baffle plates that collect air are so formed that it passes to and fro through the radiator before entering the duct leading to the body, and thus reaches a higher temperature. The heater is to cost £4 5s.

### Centrifugal Oil Filter

A FULL-FLOW oil filter which extracts dirt from sump oil by centrifugal action has been designed by the Glacier Metal Co., Ltd., Alpertown, Wembley, Middlesex.

Oil from the pump, under pressure, enters the hollow spindle of a small closed pot with a bearing at both top and bottom, and leaves the pot by two jets set underneath, at an angle. These jets cause the pot to rotate at such a speed that even the finest particles of metal, dust and carbon are thrown outwards by centrifugal force. They are packed up round the walls of



The path of the oil through a Glacier centrifugal filter. It enters through the hollow spindle of the centre pot, and leaves through two inclined jets, which spin the pot at very high r.p.m.

the pot firmly and form a nearly solid substance, which is easily removed when the time to clean the filter arrives. The dirt storage capacity is great, but even when it reaches its limit no obstruction is presented to oil flow. Flow continues, but without extraction of dirt, for in practice a pair of free channels remains between the outlets from the spindle and the intakes of the nozzles.

Although rotating at high speed, the filter has full-flow lubrication of the spindles and is balanced, so that it does not set up traceable noise or vibration. But it continues rotating for a while after the engine has stopped, and it may then just be heard.

There is at present a commercial engine size, which is being used on Albion engines, but development of the small-sized filter for car engines is still in progress.

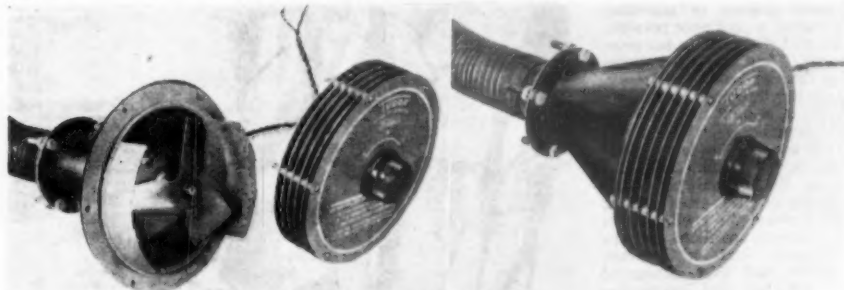
### For Chilly Days

AN interior heater which has been designed by Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex, falls usefully into a middle class, half-way between the expensive and elaborate units and the very simple ones. It costs £5 18s 6d.

There is a rust-proofed plate, 10½ x 5in, which is bolted through the radiator, and serves as a collector of warmed air. A smaller baffle plate is fitted at the front of the radiator. A flexible hose of 1½in diameter leads from the outlet of the collector plate to the control unit, which has a flanged base and is secured by small bolts. This unit can be mounted anywhere, but the most convenient position is on the bulkhead, just above the front passenger's feet. The dimensions of the unit are 5in from the mounting flange to the face, and 5½in across the face.

In the unit are a small electric motor and fan with a low current consumption, which could not be accurately measured by the insensitive ammeter of the car to which the test heater was fitted, and an outlet shutter controlled by a knob and pointer. A facia switch for the fan is provided.

Warmed air issues laterally from the heater even when the fan is not in use, as long as the car is moving. The fan serves to increase the flow or to maintain it when the car is stopped or moving very slowly.



The outlet unit of the Tudor car heater, showing the circular shutter used to control the flow of warmed air.

The shutter regulates the amount of air and can shut it off entirely. When the shutter is closed and the fan working, warm air is not admitted but the air in the body is blown along the floorboards to keep feet cool and disperse fumes. The heater is an effective one, and will ventilate and warm a large car.

It may be fitted by an amateur. Besides doing up nuts, screws and hose clips, he must make a 1½in hole in the bulkhead, which requires a washer or tank cutter, a tool which costs about 3s and is used in a carpenter's brace. A template is provided which makes easy the marking out of this hole and the four small holes for mounting bolts.

### Night Glasses

ANTI-DAZZLE night driving glasses of sodium yellow are being put forward by Fredereck Bateman and Co., Ltd., 27, St. Christopher's Place, Wigmore Street, London, W.1, in the form of a transparent plastic shield with side-fitting nose pieces. They are extremely light to wear and do not mark the face. They cost £1 5s and have a case, so that when not in use they shall not get scratched.

Yellow night glasses, which should not be worn as sun glasses, are now quite



Sodium yellow night anti-dazzle glasses in shield form.

familiar in Britain. The theory is that by suppressing the top of the spectrum from other drivers' lamps, which is dazzling, they prevent the wearer's eye pupils narrowing to pin points and his retina becoming insensitive.

The price of the special adhesive made for sticking rubber-rimmed licence holders to glass by the Humber Oil Co., Ltd., Marfleet, Hull, is 2s 6d a bottle, and not 3s 6d, as was stated in *The Autocar*, August 22.

# SERVICE VIEWPOINT

## Return Passage

IT is probably correct to say that an overwhelmingly high percentage of electrical faults are caused by inadequate earth return. There is no doubt that the single-pole wiring system is a very good thing, from a point of view of both cutting down initial cost and avoiding complication of the wiring, but equally there is no doubt that it suffers from the serious deficiency of leaving the return half of the circuit very much to chance. If one thinks about the side lamp circuit on an ordinary car, one wonders that the lamp lights at all after the first few hundred miles. Amongst all the mud and water, and the consequent corrosion, there must be a good electrical contact between (a) the bulb and the bulb-holder, (b) the bulb-holder and the lamp, (c) the lamp and the wing, (d) the wing and the body, and (e) the body and the chassis. Very often there is no good contact, and much scraping, knocking or shaking is necessary before the lamp can be persuaded to light.

Surely, without going to the extreme of a reversion to the old double-pole system, it should be possible to obviate earth-return troubles quite cheaply by using a copper earthing strip along the whole length of the chassis and providing upon the strip numerous fixing holes for earth wires. This simple expedient would eliminate the rarely recognized trouble of lights being below par owing to the high resistance of inadequate earths in the circuit.

## Insulation

FOR those interested in the problem of curing over-heating and its attendant ancillary symptoms on modern cars, here is a new theory propounded by one of our more knowledgeable clients. In the old, leisurely days, it was the invariable practice to leave all cylinder block and head castings out in the open to weather before they were machined. In the current rapid process of manufacture, this course is no longer possible, and we are told that castings are nowadays machined and assembled almost as soon as they get cold. The result, according to our informant, is that the core oil, which is used to mould the cores which form the water jackets, and so on, is left as a film inside the water compartments, and this film carbonizes as soon as the engine gets hot; thus a layer of heat-proof carbon is formed between the cooling water and the internal surfaces of the water passages, and it becomes impossible for full heat dissipation from the cylinders and combustion chambers to take place. Therefore, whilst the water temperature may

remain quite normal, the metal of the block and head becomes almost superheated, and hot-spots form which promote detonation and pre-ignition.

A nice bit of theorizing this, but I cannot believe that manufacturers are not alive to such possibilities. I know that "pickling" often replaces weathering nowadays, with a similar effect.

## A Little Child . . .

ONE of our customers is a man of extremely generous proportions, and his good lady is blessed, or afflicted, in the same way, their total weight being somewhere of the order of 30 stone. For reasons best known to themselves, their chosen mode of transport is a baby car of the old style, which fairly shrieks in protest when they both get aboard. Well, it appears that this worthy man was once reversing into a small parking place when he had the misfortune to run aground on a car parked behind him, and when he got out to investigate, he found that the bumper of his small saloon was irretrievably wedged underneath that of the car behind.

Enlisting the aid of his good wife, the man pushed and lifted and strove, in an effort to free his tiny car, but all to no avail, and he was just at the point of getting one or two passers-by to help him lift the other car when a small urchin suddenly said, "Thee and t'old woman get back in t'car, mister; I'll shift it for thee." The large gentleman mildly protested that such a small boy could not possibly achieve what the combined efforts of his good lady and himself had failed to achieve, whereupon the youthful tactician patiently explained that everything had been all right until both had got out of the baby car to investigate the bump. In that moment, as the devastating weight was lifted from the springs, the body of the

car had shot up in the air and the bumper had wedged itself determinedly under that of the other car.

## Spring Song

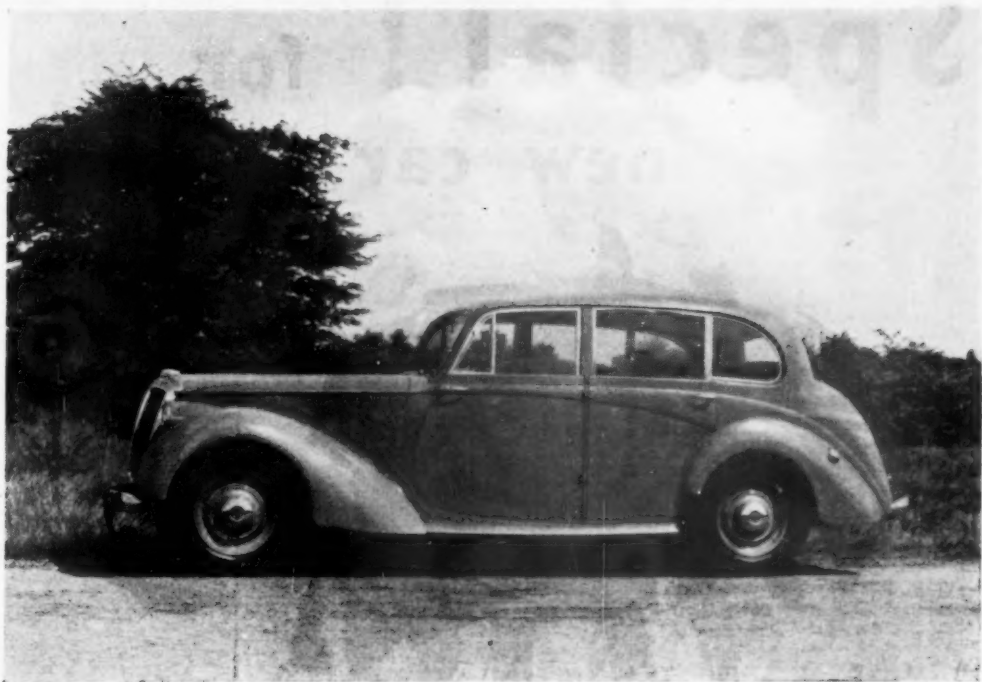
A BLACKSMITH we know does a very steady business setting up road springs for cars, and a very good job he makes of it, too. The only snag is that he is a blacksmith, pure and simple, and knows, and professes to know, not the first thing about cars in general; so when someone goes to him with a pair of springs and gives instructions that they be set up one inch, the worthy fellow does just what he is told.

We saw the results of some of his labours the other day, when a small family saloon drove into the workshop, looking for all the world like a galleon in full sail, its prow imperiously in the air, and the owner softly cursing with all the fluency and polish of the old-time sea dog. Steering, it appeared, was giving some trouble; and no wonder. Just for the sake of it, we took the car on the road, and marvelled at the gyrations a four-wheeled vehicle can perform; of self-centring there was none, and at all speeds above 25 m.p.h. the machine gleefully defied any attempt to hold it upon a straight course, or, indeed, upon any course.

Knowledgeable motorists will immediately realize that the well-meant efforts of the mighty smith had upset somewhat the position of the axle upon the springs, and, consequently, the castor angle. As in many such cases, the diagnosis was easy, but our regret was that the only thing we could recommend the client to do was to have the springs set down again, but this time by the correct amount. The moral is, to paraphrase a noted American fictional character, "In this set up, there's a new angle."

TUNESMITH.





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# KARPOL

## Wisconsin Rendezvous

ONCE again, John Fitch—that smiling, rangy prodigy in the navy blue turtle-neck sweater—took the chequered flag at the end of a grueling 200-mile race fought around the fast 64-mile road circuit at Elkhart Lake, Wisconsin, on September 7. There were 21 entries for the main event, which was dominated throughout by the three Cunninghams and the issue was never in doubt. Fitch, though hard-pressed by Phil Walters in a sister car, demonstrated his intentions by covering the first lap from a standing start at over 79 m.p.h.—his blue and white machine streaking down the main 2-mile straight at some 145 m.p.h. His overall average for the 31 laps was 88.5 m.p.h.—more than 7 m.p.h. faster than last year, and a new record.

Fitch led until the fourth lap, when Walters edged by him in the Cunningham coupe to head the procession until lap 12, at which point Fitch reassumed command and never again relinquished his position. Briggs Cunningham, who was third, drove his usual faultless, conservative race, holding back the third Cunningham as a sort of ace-in-the-hole, just in case something should go amiss with the other two cars. Cunningham contented himself with sixth position for the first four laps; eased back to seventh behind the Type C Jaguar driven by George Weaver and remained there for the next six laps; then gradually worked his way up until, on the 18th lap, he fell in behind his two team-mates.

In Class III (3,000 to 4,000 c.c.) the two Type C Jaguars, just landed from England and driven by Phil Hill of California and George Weaver of Boston, walked away from a pack of XK120s, both modified and stock, to score an easy first and second in that order. Sherwood Johnston, in a much modified and lightened three-carburettor, bored-out, XK120, tailed the two Type Cs as best he might for four laps, when he spun out at the hard right turn known as Dickens' Ditch, letting John Bentley through into third place. Though Johnston's front wheels were in the ditch, he undoubtedly would have extricated himself but for the fact that Larry Kulok happened around the corner in a Le Mans Frazer-Nash and crashed into him. Roy Scott (Ferrari) smashed into the wreckage soon after and all three machines were out of the race.

A throng variously estimated at between 125,000 and 150,000 jammed the



Bill Spear (Osca) in full cry at Hamill's Hollow winning the Kimberley Cup Race.

diminutive village of Elkhart Lake to witness this and the two previous races, each of 100 miles, known as the Sheldon and Kimberley Cups. In the Kimberley, on Sunday morning, just preceding the main event, entries were confined to cars under 1,950 c.c. and the winner was Bill Spear with a 1,342 c.c. Osca.

In Saturday's Sheldon Cup (for cars from 1,950 to 4,000 c.c.) XK120s were by far the most numerous, accounting for 30 of the 37 entries. Phil Hill (XK120C) was the outright winner after taking the lead from Sherwood Johnston (XK120) on the fourth lap. Phil Walters (2.7 Ferrari) was second and George Weaver (XK120C) finished third. The outstanding performance of this hard-fought race was that of Dr. John Urbas with a modified XK120—a novice of tremendous

potentialities and a born driver who will bear watching. Dr. Urbas came in an overall fifth, harrying Sherwood Johnston's much lighter XK120 throughout the race and making no mistakes at all.

### RESULTS

**Elkhart Lake race (200 miles), 1,000 to 1,500 c.c.:** 1. Cunningham (J. Fitch), 88.5 m.p.h.; 2. Cunningham (P. Walters), 87.5 m.p.h.; 3. Cunningham (Briggs Cunningham), 87 m.p.h.; 4. 4,000 c.c.: 1. Jaguar XK120C (P. Hill); 2. Jaguar XK120 C (G. Weaver); 3. Jaguar XK120 (J. Bentley).

**Kimberley Cup race (87.5 miles), 1,100 to 1,500 c.c.:** 1. Osca (Bill Spear), 66.6 m.p.h.; 2. Porsche (K. Bruckner), 66.2 m.p.h.; 3. Porsche (J. von Neumann), 66 m.p.h.; 4. 500 to 750 c.c.: 1. D.B.-Pardner (H. Cook); 2. Chrysler-Fitch (J. O. Schrafft).

**Sheldon Cup (87.5 miles), 1,000 to 4,000 c.c.:** 1. Jaguar XK120C (P. Hill), 89.5 m.p.h.; 2. Jaguar XK120C (G. Weaver), 86 m.p.h.; 3. 3,000 c.c.: 1. Ferrari 2.700 (P. Walters), 87.5 m.p.h.; 2. Frazer-Nash (L. Kulok); 3. Frazer-Nash (Ted Boynton).

## TORREY PINES

THE California Sports Car Club was virtually overwhelmed by the 125 entries for the 1952 race programme held recently on the 27-mile Torrey Pines circuit. At least 40 new M.G., Singer, Jaguar, Allard, Aston Martin and Jowett Jupiter drivers turned out in the novice classes and provided an entertaining show for the 20,000 spectators.

After these short production car and novice races, the first main event was held

—The Torrey Pines Trophy race (75 miles) for cars under 1,500 c.c. Louis van Dyke made the most of his front-row starting position by leading the pack round the first part of the course in his special Simca. As a result of bad judgment at one of the slow corners he was left to watch the whole field go by before he could regain the road. In lap 1 Al Coppel (M.G. Special) took the lead, which he held from J. von Neumann (Le Mans Porsche) until lap 5 when the Porsche passed him and led till the finish. J.R. Barlow's Simca was second, having lapped Bill Pringle's Simca which finished in third place. A 15-lap event for 500s was run concurrently with this race and unfortunately resulted in a number of early retirements, leaving only Russ Kelly and Robert Wittke in the running after lap 6. The two finished in that order.

The San Diego Cup race, for sports cars over 1,500 c.c., followed. Phil Hill's 2.6-litre Ferrari took the lead from Sterling Edward's Chrysler-engined special, followed by Chuck Mannings Mercury. Bill Pollock's 4.1-litre Ferrari coupé was in eleventh place at the end of lap 1, and it took him four more laps to move up into fourth place, behind Manning. The larger Ferrari was timed at 117 m.p.h. on one of the straights, against Hill's 114 m.p.h., but the latter's lighter car seemed to have better acceleration.

Hill lapped the entire field two laps from the finish, and won comfortably with Manning second and Parkinson third.

## 250 m.p.h. EVENT IN AMERICA

THIS year's festival of speed held at Bonneville Salt Flats by the Southern California Timing Association showed a tendency for more scientific design. There is a trend away from cramming in as much brute force as possible.

The Davis-Hill Fibreglass car, a lightweight with a 4,070 c.c. Ford engine having special hemispherical combustion chambers, averaged 230 m.p.h. over the flying mile. On two-way runs, another Fibreglass specially powered by a 1,310 c.c. Harley-Davidson motor cycle engine (Bill Burke) clocked 136.9 m.p.h. Other extremely fast runs were made by Chet Herbert's Chrysler-engined car, also bodied in Fibreglass (235 m.p.h.); Lee Chapel's 4,850 c.c. Mercury (224.14 m.p.h.); and the Post-Potvin with a Chrysler lined down to 4,920 c.c.

(222 m.p.h.). The Kenz, which recorded 251 m.p.h. on one run, is a formidable monster. It has two Ford engines with a joint capacity of 9,700 c.c.

These very fast cars run on methanol laced with nitro-methane, and fuel injection systems were general. They did not have much mechanical trouble, but shed treads lavishly. The Davis-Hill special lost the treads of both rear tyres at 220 m.p.h., an irksome situation.

There were quite a number of two-seaters and cars based on aircraft wing tanks. Some of the fastest cars were built quite cheaply, it being reported that the Davis-Hill, the Post-Potvin and Lee Chapel's car had cost around \$1,000 in each case. The course was that recently used by Goldie Gardner's M.G. There was no A.A.A. supervision, and records achieved were therefore unofficial.



This 2-litre Fiat 8V coupé, with special Zagato coachwork, won the Gran Turismo category in this year's Stella Alpina rally, and finished second in its class in the Coppa Inter-Europa at Monza, in the hands of Ovidio Capelli. The body is 250 lb lighter than the standard coupé on this chassis.

## THE SPORT

by J. A. COOPER

**A**S forecast last week, the first edition of the regulations for next year's Monte Carlo Rally have now arrived, so the time is now opportune for some consideration to be devoted to them. In the vast majority of respects, the regulations are unaltered; as before, there will be seven starting points (Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo and Stockholm), from which the various routes will converge eventually on Bourges, thence to run via Montluçon, Clermont Ferrand, Saint-Flour, Le Puy, Valence, Gap, Digne and Grasse to Monte Carlo. Each route will cover a total distance of 3,300 kilometres (about 2,060 miles). Cars must be standard saloon models, of which fifty examples have been sold to the public, not manufactured before the beginning of 1949. They will be divided, as before, into four capacity classes: 750 c.c., 751-1,100 c.c., 1,101-1,500 c.c., and above 1,500 c.c. Only certain permitted modifications may be made to the cars, from their catalogue form, and modifications to the gear box and the fitting of an additional relay gear box will be no longer among these. With regard to the coachwork the regulations remain much as before, but the minimum interior height for cars except those in the largest class has been reduced to 90 cm. This admits the Porsche, and possibly the D.B. as well.

Once more the required average speed for the rally will be 50 k.p.h. (31½ m.p.h.). Next year, however, the acceleration and braking test on arrival at the finish is reintroduced; this consists of a standing-start 200-metre acceleration, terminating in front wheels over a line, back over the line and accelerate away again to a flying finish 50 metres farther on. The area near the line is limited in width by pylons to 3½ metres, knocking any of which over incurs a penalty of five marks per pylon.

This test, however, does not figure in the final results of the rally, which are dependent as before primarily on marks lost on the road section and secondarily on the regularity test, of which more anon. The figures recorded in the acceleration and braking test will be used only (a) to reduce the number of cars taking part in the regularity test to 100, should the number of clean sheets on the road section exceed that figure, and (b) to decide ties among the final placings, in both the general classification and the different classes. The regularity test, in which all competitors losing no marks on the road section (up to a maximum of 100) will take part, as this year, just under 50 miles in length, through La Turbie and the Col de Braus. Next year, however, it will be divided into six sections by five fixed and known controls (no secret check), and each section must be covered at an average speed (the same throughout) which will be a whole number of k.p.h. between 40 and 50, but which will not be made known until one hour before the start of the test! So everybody will have to have eleven different tables of figures, or sets of gear ratios for their average speed meters, or something. To discourage dawdling just before a control, the last 200 metres before it must be covered in less than 24 seconds (20 last time, which on the ice was impossible in at least one case!). Penalties of one mark per second early or late at each check, or in excess of the aforementioned 24, will be imposed.

**T**HIS year the acceptable number of entries will be limited to 440 (five more than last time) divided into various nationalities; the British quota has been increased by 20 to 100, the Irish remaining the same at five. The French quota

remains at 100, the Dutch is reduced to 40, the German increased to 40, and so on. The national automobile clubs may (and, in most cases, will) weed out the inquiries to the above figures, where necessary; it is suggested that priority be given first to previous winners (outright or class), secondly to previous winners of other trophies, thirdly to two candidates previously concerned with running a control in the last rally, and fourthly either by selection on past records or by drawing lots. Entries must be submitted to the national automobile club of the entrant (for us, the R.A.C.) by 6 p.m. on October 27, to enable the selection to be carried out.

Well, thanks to Sydney Allard and his crew, the last "Monte" was won by Britain; let's see if we can do it again!

**T**HE Scottish Sporting Car Club's autumn Bo'ness meeting last Saturday provided an interesting afternoon's sport, at which eight class records were broken and Jack Walton continued to add to his Scottish laurels by making the fastest time of the day in his Le Mans Replica Frazer-Nash. Throughout the Scottish season there has been a recurring duel between Walton and the promising young Scot, John Melvin—who competes in a car similar to Walton's.

Consistent performer Ian Jeffrey (H.R.G.), in a nicely controlled drive through the Courtyard and a bank-clinging line through Snake Bend, clipped 1.16 seconds off his own record for production cars of 1,101 c.c. to 1,500 c.c., and in the sports car class of the same capacity the Hopper Special again proved itself to be a very able vehicle. Among the day's best drives was that of Pat Melville in his very fine 30-98 Vauxhall. Top of the Vintage class, Pat broke his own record by the day's greatest margin of 2.72 seconds, while Sylvia Black—the event's only woman driver—proved herself a force to be

### COMING SHORTLY

**SEPTEMBER 26-28.**—East Anglian M.C. Clacton Rally, Luton, Bedfordshire.

**27.**—B.A.R.C. Daily Graphic Trophy race meeting, Goodwood, near Chichester, Sussex; first race 2 p.m.

**27-28.**—Lancashire and Cheshire C.C. Lakeland 300 Rally, Manchester, Leeds, Llandudno, Birmingham.

**27-29.**—Scottish S.C.C. Heather Rally, Dumfries and Newhouse.

**28.**—Bari Grand Prix, Italy.

**28.**—Bentley D.C. Firlie hill-climb, Bo-Peep Hill, Firlie Estate, near Eastbourne, Sussex.

**28.**—Rhyl and D.M.C. Regal Trial, Red Garage, West Shore, Llandudno, Wales, 2 p.m.

**28.**—West Hants and Dorset C.C. Knott Challenge Cup and Southern Inter-Club Team Trial, Bovington Camp, near Wareham, Dorset, 12 noon.

**28.**—N. London Enthusiasts C.C. Point-to-point, Whelpley Hill, near Chesham, Buckinghamshire, 11 a.m.

**OCTOBER 4.**—Bristol M.C. and L.C.C. National car race meeting, Castle Combe, near Chippenham, Wiltshire.

**4.**—Lancashire A.C. Davis Trophy Trial, near Blackburn, Lancashire.

**4-5.**—B.A.R.C. (S.W. Centre), North Devon Rally, Little Testwood Country Club, Totton, near Southampton, 9 a.m.

**4-5.**—Hants and Berks M.C. Night Navigation Rally.

**4-5.**—Vintage S.C.C. Welsh Rally, Presteign, Radnorshire.

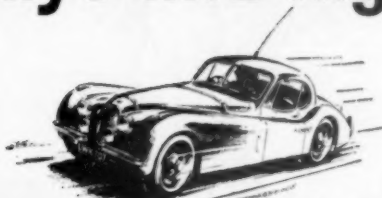
**5.**—Coupe du Salon, France.

**5.**—Tour of Italy, Italy.

**5.**—Blackburn Welfare M.C. Race meeting, Brough aerodrome, Yorkshire.

**5.**—Horsham and D.M.C. and L.C.C. Jackson and Latilla Cups Trial, Petworth, Sussex.

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at over 100 m.p.h. these British drivers have demonstrated the supreme quality of Jaguar engineering, the British components and accessories used and the fact that, as experienced motorists know,

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Heartiest congratulations to all who shared in this great British achievement, including:  
The Drivers—L. G. Johnson, Stirling Moss, J. E. G. Fairman, H. L. Hadley;  
The Directors and Staff of Jaguar Cars Ltd., Coventry, who made the car.





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## THE SPORT . . . . . continued

reckoned with by getting her Jaguar up the hill in 42.7 seconds, a much quicker climb than was made by many male drivers.

## RESULTS

**Fastest time of the day:** Frazer-Nash (J. H. Walton), 37.5s.  
**2nd l.t.d.:** Frazer-Nash (J. D. L. Melville), 38.5s.  
**Class winners, Sports cars:** 751 to 1,100 c.c.: Burdunck (N. Kennedy), 45.2s.; 1,101 to 1,500 c.c.: Hopper (S. J. Hopper), 41.2s.; 1,501 to 2,000 c.c.: Frazer-Nash (J. H. Walton), 37.5s.; 2,001 to 2,500 c.c.: Healey (J. R. Stewart), 42.0s.; over 2,500 c.c.: Jacuit (P. S. Mori), 50.5s.  
**Road-raced sports cars:** 751 to 1,100 c.c.: M.D. Sol (A. H. B. Craig), 42.0s.; 1,101 to 1,500 c.c.: Buckler (C. D. F. Buckler), 42.0s.  
**Production cars:** 1,101 to 1,500 c.c.: H.R.O. (C. W. I. Jodrey), 42.5s.; 1,501 to 2,000 c.c.: Frazer-Nash (J. H. Walton), 37.5s.; 2,001 c.c. to 2,500 c.c.: Healey (J. R. Stewart), 43.2s.; over 2,500 c.c.: Allard (P. S. Huch), 45.6s.  
**Vintage cars:** Vauxhall (W. P. S. Melville), 41.2s.  
**Racing cars:** 500 c.c.: Cooper-J.A.P. (C. L. Graham), 39.5s.; 751 to 1,100 c.c.: Mackay (P. G. H. White), 39.8s.  
 \* denotes new class record.

THE Half-Litre C.C. was fortunate with the weather for its meeting on Sunday, September 21, at Brands Hatch, heavy rain falling during one race only. Highlights of a well-organized programme were the effortless and consistent driving by Don Parker, in his Kieft, and S. Lewis-Evans' brilliant drive on a wet track.

## RESULTS: 1-mile lap.

**Junior race (3 heats of 10 laps each, 15-lap final):** Heat 1: 1. Cooper (N. Berron-Johnson), 2m 12.5s; 55.14 m.p.h.; 2. Cooper (D. F. Truman). Heat 2: 1. J.B.S. (D. Taylor), 9m 5.6s; 65.98 m.p.h.; 2. Arnott (G. G. Smith), 10m 5.2s; 60.69 m.p.h.; 3. Kieft (H. E. Paulson). Heat 3: 1. Arnott (G. G. Smith), 14m 9.4s; 65.57 m.p.h.; 2. Cooper (D. F. Truman); 3. J.B.S. (D. Taylor).  
**Senior race (2 heats of 10 laps each, 20-lap final):** Heat 1: 1. Cooper (H. Lewis-Evans), 10m 4.2s; 59.58 m.p.h.; 2. Emerson (H. L. Daniell); 3. Revis (R. G. Bicknell). Heat 2: 1. Kieft (D. Parker), 10m 5.2s; 59.48 m.p.h.; 2. J.B.S. (A. W. Richards); 3. Kieft (H. E. Paulson).  
**Final:** Kieft (D. Parker), 17m 55.2s; 64.36 m.p.h.; 2. Leston (J. Brown); 3. Cooper (H. Leston).  
**Consolation race (10 laps):** 1. Kieft (A. Leons), 8m 56s; 67.16 m.p.h.; 2. Erskine-Stande (J. D. Hahni); 3. Cooper (H. E. Paulson).  
**Juniors v. Seniors handicap (12 laps):** 1. Arnott (G. G. Smith), 10m 4.9s; 66.57 m.p.h.; 2. J.B.S. (D. Taylor); 3. Cooper (H. Leston).

THE British Racing Motors Association, at a recent committee meeting, decided to postpone any action regarding the possible winding-up of the Association until after its a.g.m., which has been provisionally arranged for November 19. The committee also decided that the Association should be responsible for the racing expenses of the B.R.M. cars in the remaining two meetings for which they have been entered this year—tomorrow at Goodwood, and on October 11 at Charterhall.

## CLUB NEWS

Shepton Mallet and D. M.C. and L.C.C. The American hill-climb at Hay Hill, Wells, Somerset, on August 31, included some thrilling climbs; particularly spectacular was that of W. C. Cuff, who attacked the gradient in his 500 c.c. Hill's Hammer, and delighted the crowd of nearly 6,000 spectators. During the event a crash-hat collection brought £78 18s 1d to the Lynnmouth Flood Fund, the club making up the total to £100. Fastest time of the day went to A. W. Morris, in his 939 c.c. supercharged M.C., in 19.6s. The record of 17s. set up in 1939 by N. S. Soames driving an Allard, remains unbroken.

Nottingham S.C.C.—Country tracks and a watersplash were among the planned hazards that delayed competitors on September 14, but cows and an obstinate cyclist added unexpectedly to the obstacles. Starting from the Peacock Inn, near Belvoir Castle, it was essentially an event for navigators, who had to find their way around 60 miles of Nottinghamshire and Lincolnshire, and they took pride of place in the results: 1. Morris (I. S.

The cost involved will be deducted from the £3,500 already donated by the Association to the Trust for racing purposes, the balance of this sum to be returned to the donors after the meetings.

A number of suggestions have been received from members of the Association and its committee regarding the possibility of independent future activities of the Association, among them being the awarding of annual prizes to the most successful driver of a privately owned racing car, or manufacturer of the most successful racing car; the support of an existing research department with a view to the production of a suitable power unit for use in new formula 1 cars, which could be made available at cost price to manufacturers or owners of suitable cars; the encouragement by any possible means of the construction of a motor racing circuit on Continental lines, and so on.

Obviously, should any of these suggestions be adopted, great care will have to be taken in the selection of the fortunate recipients of the bounty; past successes, as the only reliable yardstick, would have to be adopted as the criterion in all three suggestions.

TOMORROW'S big Goodwood meeting, starting at 2 p.m., has attracted a very good entry indeed. Among the competing cars will be three B.R.M.s (Gonzalez, Parnell, Wharton), the Thinwall Special Ferrari (Farina), Rosier's 4½-litre Ferrari, Peter Walker's Cooper-E.R.A., Cooper-Bristols (Hawthorn, Brandon, Brown, et al), Connaughts (Poore, Downing and so on), E.R.A. (Moss) and many more. In a sports car race containing five XK120C Jaguars, their drivers will include Hawthorn, Moss and Hamilton; the formula 3 race includes Parker, Moss, Loens, Leston and possibly even Hawthorn again, so rumour says; in fact, this is a meeting which should not be missed.

Admission prices are as usual: enclosures 6s, grandstand transfer 21s, paddock transfer 20s, car par: 5s and 10s.

Also this weekend is the Lancashire and Cheshire C.C. Lakeland 300 Rally, the routes converging on Llandudno tomorrow evening. On Sunday there will be the final tests on the West Shore Promenade at Llandudno; a large entry has been received, and the rally is expected to eclipse its success of last year, which was considerable.

Hollings and Miss Sayer). Best lady navigator: Mrs. Attenborough, in an A.C.

West Essex C.C.—The Chelmsford Rally (September 14) finished with a series of driving tests at Boreham circuit, near Chelmsford, Essex. Although 97 competitors started on the road section, only one—D. A. Rollinson, in an Austin Ten saloon—completed it without loss of marks. Best performance in the driving tests was made by W. A. Scott-Brown (M.G.); best in the closed car class in the driving and regularity tests was D. D. Bernard, driving a Ford, who won the Chelmsford Cup for highest place in the whole event.

S. Caernarvonshire M.C.—The Birthday Rally will be run on November 22-23, instead of October 4-5, as originally planned.

M.C.C.—Earlier in the year the M.C.C. decided to alter the character of its annual Sporting Trial and it has now been decided to cancel the event for 1952. This club's new headquarters are at 76, Kinnerton Street, Knightsbridge, London, S.W.1 (Sloane 9087).

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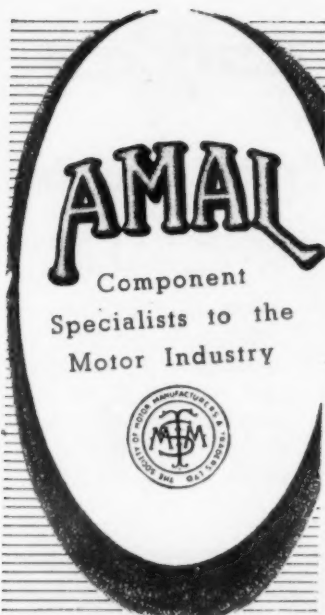
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## CLUB NEWS

continued

**Taunton M.C.**—The Allen Trophy Trial is the club's annual autumnal *pièce de résistance* with its 40-mile sporting course which starts near Honiton, Devon (on October 12) and finishes at the top of the final hill. Invited clubs: Bristol M.C. and L.C.C., London, Plymouth, Sunbac, West of England, West Hants and Dorset, North Devon M.C. (Entries close October 6; L. J. Tolman, 4, East Reach, Taunton, Somerset.)

**Berkhamsted M.C. and C.C.**—The quarter-mile sprint course at Tewin Water, Hertfordshire, will be open to members and their friends on October 4, when a speed party has been arranged. There will be no classes and no awards, but a certificate for each sprinter with the time of his best run. (Admission by ticket only, 5s; Butler's Motors, St. Albans, Hertfordshire.)

**B.A.R.C. (S.W. Centre)**—With a course wending pleasantly from Hampshire into North Devon, including special tests and map-reading conundrums, and a dinner-dance at the finish, in Bideford, the North Devon Rally (October 4-5) is an event for everyday cars and drivers. (R. E. Orman, 51, Bassett Green Road, Southampton.)

**Vintage S.C.C. (Midland)**—Peter Wilks and Spencer King, the Rover turbine team, will talk to members and friends at the club meeting on October 9, at the Red Lion, Church Street, Birmingham, 8 p.m.

**Cenian M.C.**—Competition for the B.T.D.A. Gold Star and the R.A.C. Trials Championship is very keen. Another qualifying event for these is the Knowland Trophy trial, to be run on November 9, from the Royal Huts Hotel, Hindhead, Surrey. Ten sections are packed close together, and special tests will sort out any unresolved ties. Invited clubs: Bristol, Hants and Berks, Seven-Fifty, West Hants and Dorset, London, Kentish C.C. (M. Wilby, 16, Glenloch Road, London, N.W.3.)

**Allard O.C.**—With a sound film of the Alpine Rally, other films, food, drink and good company, the club meeting on October 14 is open to everyone who cares to come along. Meeting place is the Abbey Hotel, North Circular Road, London, N.W.10, at 7.30 p.m.

**Bristol M.C. and L.C.C.**—Despite the timing apparatus developing a "temperament" during practice, the Naish hill-climb was run off without a hitch on September 13. The course had been lengthened since the June meeting, so the old records were no longer a direct challenge. In the 1,100 c.c. specials class, W. C. Cuff in "Hell's Hammers" clipped the grass here and there and made the time of 44.2s, the best of the day.

### RESULTS

**Saloon cars:** 1,500 c.c.: 1. M.G. (E. Goodenough), 57.5s; 2. Ford (W. C. Cuff), 60.4s. **Over 1,500 c.c.:** 1. Austin A.50 (E. P. Minter), 56.0s; 2. Citroën (H. E. Roberts), 58.2s.

**Sports:** 1,100 c.c.: 1. Morris Spt. (W. A. Clave), 49.2s; 2. J.N.D. Spt. (J. N. Dobbs), 50.8s. **2,000 c.c.:** 1. Buckler's (C. D. F. Buckler), 48.6s; 2. Morris Spt. (W. A. Clave), 49.8s. **Over 2,000 c.c.:** 1. Weber Spt. (J. Weber), 49.8s; 2. M.G. s (A. W. Morrish), 49.8s.

**Racing cars:** 1,100 c.c.: C.B.P. (T. J. Clarke), 45s.

**Specials:** 1,100 c.c.: 1. Hell's Hammers V (W. C. Cuff), 44.2s; 2. Freakin (C. N. Bevard), 51.2s. **Over 1,100 c.c.:** 1. C.B.P. (T. J. Clarke), 45.6s; 2. Buckler's (C. D. F. Buckler), 48.6s. **Vintage:** 1,500 c.c.: Fraser-Nash (R. W. Ashley), 55.6s. **Over 2,000 c.c.:** Alfa Romeo s (R. A. Smith), 55.6s.

**Sheffield and Hallamshire M.C.**—A half-mile down, back again, and two *chicanes*, comprised the sprint course at Bircotes, near Sheffield, on September 14, a one-mile stretch in all. Best time was one minute dead, achieved by J. S. Jenkins in his B.M.W.

**N. London Enthusiasts' C.C.**—At the Goat and Compasses, Euston Road, London, N.W.1, a film show of the Ramsay Speed Trials coincided happily on September 18 with the presentation of the awards gained at that event.

## IN BRIEF

Mr. R. H. Veysey has now taken up his duties at Conduit Street, London, W.1, as public relations officer to the car division of Rolls-Royce, Ltd. He was formerly with the de Havilland aircraft company.

Cossor's Motors, Ltd., Goring Way, Goring, Worthing, Sussex, have arranged a lecture to the motor trade on carburation. It will begin at 7.15 p.m. on October 2 at St. Mary's Hall, Goring, and the speaker will be Mr. L. J. Spencer of the Zenith company. All traders and their staffs have been invited.

After a voluntary reduction of capital by Uni-Gun, the Stewart-Warner Corporation, of Chicago, Illinois, have taken up a controlling investment in Uni-Gun Lubricating Equipment, Ltd., Coombe Bridge Works, Beverley Way, Kingston By-pass, London, S.W.20. Stewart-Warner make the Alemite lubricating equipment. Uni-Gun will continue with their existing products but will supplement them with a range of Alemite products.

Sir William Scott Douglas has been nominated to become deputy chairman of the Triplex Safety Glass Co., Ltd. He will succeed Lord Stanmore, who, at 81, did not offer himself for re-election at the annual general meeting (September 24). Sir William retired last year from the post of permanent secretary, Ministry of Health, and is now chairman of the Civil Service Preparatory Commission investigating the form to be taken by the public services under Central African Federation.

Dunlop tyres were used by E. Lloyd-Jones, who made fastest time in the Brighton international speed trials, and by K. Wharton, who made a new record for the hill at the Prescott international hill-climb.

A Jaguar service week will be held by Mann Egerton and Co., Ltd., 5, Prince of Wales Road, Norwich, from October 6 to 10. A manufacturer's representative will be present and a number of accessory manufacturers' exhibits will be displayed.

## Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

**No. 16433. 1947 Studebaker.**  
"L.E.J."—General information and a handbook.  
**No. 16434. 1937 Model 329 Frazer-Nash-B.M.W.**  
"S.J.P."—Maintenance details, all possible information and a handbook.

**No. 16435. Handbooks Required**  
"A.H.P."—1931 Triumph Super Nine.  
"G.W.E."—1937 Morris Fourteen-Six.  
"J.D."—1938 McLaughlin No. 1 Buick Straight Eight; also Stromberg carburettor pamphlet.  
"S.N.H."—1935 Austin Seven workshop manual.  
"J.H.T."—1935 31-litre Bentley, on loan.  
"T.C.W."—1934 Le Mans Singer.  
"R.L.E."—1938 Morris Twelve.  
"T.H.W."—1937 20-25 h.p. Armstrong-Siddeley.  
"H.G."—1937 Austin Twelve.  
"E.A.P."—1937 Vauxhall Fourteen workshop manual.  
"B.L.C."—1940 Vauxhall Ten Service Manual.  
"R.C."—1933 J2-type M.G. Midgit.  
"R.B.C."—1939 Sunbeam-Talbot Ten.

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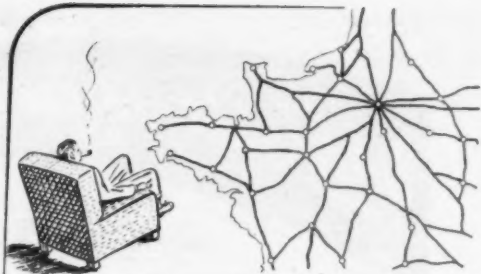
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18 h.p. Lancaster four-door saloon, 1950, immaculately in grey with grey leather, very low mileage, £295  
18 h.p. Whitley saloon, April 1951, genuine mileage 13,000, looks even less, radio, heater, etc., £1,195  
18 h.p. Lancaster four-door saloon, 1949, black brown leather, another one-owner car, low mileage, £1,545  
18 h.p. Lancaster four-door saloon, 1947, in silver grey, extensive engine reconditioning just carried out, bills, etc., available for £120 overhaul, £685  
18 h.p. Typoon sports saloon, 1947, black, red leather fitted heater, very attractive condition, £1,585  
14 h.p. saloon, 1937, bench-type front seat, sound coachwork in dark blue, good engine and tyres, £1,195

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Sheerline saloon, late 1949, silver-grey, genuine one owner low-mileage car in beautiful condition, all extras, radio and heater, new set of Dunlops, £1,045  
14 h.p. saloon, March 1949, sparkling black finish with immaculate leather interior, radio and heater, £645  
14 h.p. saloon, 1936, a roomy five-seater car, above average condition for its age, good tyres, £1,085  
A40 Devon four-door saloon, late 1949, in black, carefully driven and well maintained, heater, £695  
10 h.p. saloon, 1946, a genuine one-owner car since new, original black finish, engine recently overhauled but very fitted radio and Lucas passlights, £420  
10 h.p. Cambridge saloon, 1938, four-door model, large rear boot, easy-clean wheels, very economical but lively engine, good tyres and side battery, £325  
10 h.p. four-door Lichfield saloon, 1936, dark blue coachwork (just repainted), very tidy condition, £1,595  
8 h.p. saloon, 1940, popular new-type model similar to post-war series, 44 m.p.g., uses no oil, radio, £375

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DAIMLER 2½-litre saloon, 1949, good tyres, £1,045  
DAIMLER 2½-litre saloon, 1947, black finish, low mileage, £1,045  
DAIMLER Consort saloon, July 1951, grey and maroon, 7,000 miles, to-day's price £2,250—our price, £1,595  
HUMBER Super Snipe saloon, July 1949, another one-owner car in tip top all round condition, late property local surveyor, heater, Nylon seat covers, etc., £795  
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LAGONDA 4½-litre sports saloon, 1937, late property of wealthy Lagonda enthusiasts, maintained and served regardless of cost, moderate mileage, £395  
ALVIS drophead four-seater coupe, 1949, 14 h.p. saloon, equipped practically without blemish whatsoever and in superb mechanical order, 40 guinea H.M.V. prest-builton built-in radio, seat covers, etc., £995  
ALVIS 14 h.p. open sports, 1950, latest model with the new-look front, recorded mileage 11,000, could easily be mistaken for brand new, striking red finish with cream leather, H.M.V. radio, £995  
ASTON MARTIN 2-litre 16 h.p. sports saloon, 1939, lavishly equipped and superbly maintained by specialist owner, £130 bills for complete mechanical reconditioning last year, since when the car has done a few hundred miles only, fitted radio, etc., £645  
ASTON MARTIN 2½-litre sports, 1949, in black, £1,045  
ASTON MARTIN 2½-litre sports, another very special car in the mechanical sense, rebored, sleeved and completely overhauled recently, magnificent performance, £495  
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VAUXHALL 14 saloon, 1935, in somewhat above average condition, good engine and gear, £325  
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HUMBER 27 h.p. 7-seater, 1938, upholstered throughout in leather, occasional, sound runner, £395  
HUMBER Pullman limousine, post-war 1946 model, one private and fastidious owner, widest face forward screen, division, etc., extremely good condition, £665  
AUSTIN 18 h.p. 7-passenger Windsor model, 1939, black with leather upholstery front and rear, very good engine and live almost new tyres, £395  
AUSTIN 18 h.p. limousine, 1938, black brown leather, good all round condition, occasional, division, etc., unused for considerable period, good tyres, £395  
AUSTIN 18 h.p. long chassis model, 1935, privately owned and in good sound running order, £195  
HILLMAN 21 h.p. 7-passenger limousine, 1939, in black with lawn interior, division, occasional, etc., very spacious luggage boot, easy-clean wheels, £295  
PACKARD Super Eight 6-seater saloon, 1938, a very useful car, excellent performance and good tyres, £295  
BUICK Super Eight saloon, 1938, upholstered in leather throughout, very similar to Buick Wildcat, £295  
BUICK Super Eight Pullman 7-seater limousine, 1936, fitted occasional, division, etc., sound black coachwork, smooth powerful engine, 6 good tyres, £1,195  
ARMSTRONG-SIDDELEY 17 h.p. limousine, 1935, 7-seater with division, occasional, etc., very economical performance, sound black blue finish, £1,195  
DAIMLER 20 h.p. long chassis limousine, 1935, a very attractive typical Daimler performance, £1,195

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2000 Roadster, 1949, Cambridge blue with grey leather, just fitted new tyres, outstanding condition, £695  
1800 Roadster, 1948, black leather, fitted heater, etc., even better than new, £695  
14 h.p. Dolomite sports saloon, 1938, silver-grey, dark blue leather, stylish modern lines, fast, £295  
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10 h.p. sports saloon, 1946, black brown, radio, pass-lights, Windtones, engine decoloured overhauled, £515  
10 h.p. sports model, 1939, silver grey, red leather, most attractive condition, moderate mileage, £295  
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8 h.p. saloon, 1947, black brown, engine overhauled, new Exide battery, brakes relined, etc., £375  
8 h.p. saloon, 1939, in dark green, reliable little car, very good gear, outstanding value for money, £285  
12 h.p. drophead four-seater coupe, 1939, fitted radio, attractive lines similar to post-war model, very good performance, hood needs some attention, £295  
12 h.p. saloon, 1948, dove-grey blue, spick and span condition, one owner only since new, mod. mile, £345  
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12 h.p. saloon, 1936, in most tidy order throughout, usual Rover reliability, first-class value, £245  
10 h.p. saloon, 1947, very late registration (October) another genuine one-owner car, £295  
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8 h.p. series 1 saloon, 1935, original red and black coachwork, very smart little runner, good tyres, £195  
10 h.p. saloon, 1936, black/blue, smart stylish appearance, brake and steering just overhauled, £195  
10 h.p. series M saloon, 1939, sound mechanical order with good coachwork, upholstery a trifle shabby, £295  
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2½-litre drophead four-seater coupe, 1940, special equipment with discs, air conditioner, etc., like 1948 series, engine overhauled and new hood fitted, £495  
2½-litre sports saloon, 1937, just had £120 worth of attractive metallic silver, very good engine, £295  
2½-litre sports saloon, 1936, dark blue, brand new Goodyear Eagle tyres, seat covers, radio etc., £345  
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A. CLAUD & TABOR, Ltd., Welwyn By-Pass, Welwyn 261, offer Allard saloon, Type 912, black, brown leather, passed by makers, taxed, £950. (C1001)

1951 W. T. Dunn, Ltd., 507, Euston Rd., N.W.1. Euston 3108. (1315)

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ACCOMMODATION—HOTELS,  
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RICHARDS & CARR, the best Allard buyers.—55  
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1950 Alvis 14hp saloon, grey, small mileage.

1948 Alvis 14hp saloon, maroon, radio, heater.

1948 Alvis 14hp utility, attractive body, maroon,  
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ALVIS cars examined and approved by makers.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8551-6.  
(C1029)

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TICKFORD, Ltd., 6, Upper Ct., Martin's Lane, W.C.2.  
Temple Bar 5538. (C4029)

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Woodford, E.16. Buckhurst 3766. (C1021)

ALVIS 3-litre sal., 1951, grey/maroon, many extras,  
1000 S.U. carbs; £1,625 o.n.o.—C. G. Norman &  
Co., Vic. 2211. (1410)

£155.—Alvis 12-50 sports 4-seater BRO, excellent  
condition and weather equipment.—45  
Sunbeam Park, N.W.4. Hendon 1649. (1479)

1935 Alvis Firefly 10-litre saloon, excellent con-  
dition throughout; £225.—Carr Bros., Soho  
Garage, Soho Sq., W.1. Ger. 6078-9. (1191)

1948 Alvis T.A. 14hp saloon, black-brown uphol-  
stered, excellent condition, factory recom-  
mended engine fitted, 3,000 miles since; £850.

G. WILKIN, Ltd., 1, Weston Park, Kingston-on-  
Thames, Kin. 2241. (C4055)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 400); and 176, Deansgate, Manchester (Tel. Deansgate 3407). (C5059/R)

**1948** drop head coupe, one owner, H.M.V. radio, maintained by makers, exceptional condition, £750.—H. A. Saunders, Ltd., 444, Gouders Green Rd., N.W.11, Speedwell 0301. (C5038/R)

**1948** (June) Alvis 14 drop head coupe, maroon, one owner since new, 25,000 miles, fitted heater, in immaculate condition throughout; £750; terms, exchanges.—12, Church St., Luton 4212 S. (C5034/R)

**£395** 1951—Alvis 12/70 drop head four-seater coupe, fitted heater, in green, a scarce and highly prized model, fitted heater, etc., economical and fast, unsurpassed bargain.

**CAMDEN MOTORS**, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m.; write for catalogue. (C1055/R)

**525** ens.—Alvis 14, July 1947, shooting brake, 4-door, 5-seater, coachbuilt body, maroon, red leather, glass all round, removable rear seat, drop tailboard, excellent condition, terms, exchanges.—Rowland Smith, telcom. (C1018/R)

**225** ens.—Alvis Speed 20, 1935, Vanden Plas four-seater, some drop head coupe, grey, fast, leather, very good condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018/R)

**ALVIS** 14hp saloon, "Firebird" late 1938, very superior condition, throughout, tires, etc., good, really fast. Demonstration is a pleasure! Inspection invited. £375, terms, exchanges. Temple Cars, 136, Burton Rd., Derby, Tel. 45614. Open until 8 p.m. (C1167/R)

## Alvis Cars Wanted

**ROWLAND SMITH'S**, the Alvis buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1914/R)

**XXX** Cash immediately for good Alvis.—H. P. Edwards, 28, Upper High St., Epsom. (W2001/R)

**CHARLES FOLLETT**, Ltd., buy good late model cars.—14, St. Berkey, W.1, Mayfair, G206 Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.2, Tel. Cunningham 5856-7-8. (10590/R)

## Alvis Spares and Service

**SERVICE and spares** for Alvis.—H. P. Edwards, 28, Upper High St., Epsom. (W2001/R)

**ALVIS** Ltd., Service Station, 632, Finchley Rd., London, N.W.1, Tel. Speedwell 6762-3-4. Grams Agency, Gold London. (10653/R)

**AND at Alvis Ltd.** Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams, Alvis, Coventry. (1951/R)

**CHARLES FOLLETT**, Ltd., Alvis specialists. (1951/R)

**SHOWROOMS:** 18, Berkeley St. W.1. Mayfair G266

**SPARE parts**

**SERVICE:** Barnsdale Yard, off Elgin Ave., W.2, Tel. Cunningham 5856-7-8. (10591/R)

**MANCHESTER**—Alvis repairers and spares main agents.

**FREEMAN Ltd.**, Grosvenor Garage, Burnage Lane, A Manchester 19, Rus. 2674-5. (10653/R)

**DISMANTLING:** 19, Alvis 20 1935 and 17hp 1936 and 1934—Motolympia, Welshpool (Tel. Oswestry 430). (10435/R)

**KINGSTON-ON-THAMES**—Sales Service and Spares.—G. W. Wilkin Ltd., Weston Park, and 94, Eden St., Kingston 2241. (10578/R)

## AMERICAN CARS

**SIMPSON'S MOTORS** offer—

**1951** Buick saloon, radio, heater, all extras, low miles. (C1018/R)

**1950** Buick Riviera coupe, fitted radio, heater, seat covers, all extras. (C1018/R)

**1949** Chevrolet saloon, right-hand drive, all extras, choice of two. (C1018/R)

**1951** Ford Victoria coupe, radio, heater, fitted seat covers, all extras, excellent condition. (C1018/R)

**1950** Ford 4-door saloon, radio, heater, fitted seat covers, all extras, excellent condition. (C1018/R)

**1947** Mercury fitted heater and seat covers, colour Belfast green, £725. (C1018/R)

**1950** Nash Brougham 2-door saloon, fitted with heater. (C1018/R)

**1951** Pontiac saloon, radio, heater, seat covers, low mileage. (C1018/R)

**1952** Studebaker Champion, 4-door, convertible, extras, left-hand drive. (C1018/R)

**1951** Studebaker 2-door saloon, fitted with heater and extras. (C1018/R)

**1950** Studebaker Champion, right-hand drive, all extras, grey. (C1018/R)

**SIMPSON'S MOTORS (WEMBLEY) Ltd.** (American Car Specialists), Wembley 6091/3003. (C4015/R)

**CAMDEN MOTORS** offer post-war American cars guaranteed in writing—

**1946** Chevrolet Fleetline 6-seater saloon. (C1015/R)

**1948** Chevrolet Fleetmaster saloon, low miles. (C1015/R)

**1947** Ford Mercury saloon, right-hand drive. (C1015/R)

**1948** Studebaker Champion saloon, overdrive. (C1015/R)

**1947** Studebaker Champion saloon, all extras. (C1015/R)

**1948** Packard 8 saloon, one owner, overdrive. (C1015/R)

**1947** Plymouth 6 de luxe saloon. (C1015/R)

**1946** Buick special saloon, 3600 cc model. (C1015/R)

**1949** Buick super 8 saloon, 16,000 miles. (C1015/R)

**1949** Buick 6-seater drop head, electric hood. (C1015/R)

**1947** Mercury drop head coupe, electric hood. (C1015/R)

**CAMDEN MOTORS**, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Write for catalogue. (C1015/R)

## AMERICAN CARS

**METCALFE and MAUNDY** always have a good selection of post-war American cars. (C5035/R)

**METCALFE & MAUNDY**, 280 Old Brompton Rd., S.W.8, Fromeplace 547. (C5035/R)

**JOE THOMPSON (MOTORS) Ltd.** offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4658. (C4026/R)

**BRITISH & COLONIAL MOTORS Ltd.** offer a selection of post-war American cars; enquiries invited.—15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. (C1027/R)

## American Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY) Ltd.** the American car buyers. Wembley 6091/3003. (W4015/R)

**AMERICAN** post-war car required.—Bartlett, 5, Widdowson Ave., Parkstone, Dorset (Canford Cliffs 77164). (1870/R)

## American Cars Spares and Service

**WILSON'S GARAGE**, 10, Adam & Eve Mews, London, W.8, Western 7042.—American car specialists. Front suspension overhaul, trade welcomed. (1998/R)

## ARMSTRONG SIDDELEY

**P & J** PASS & JOYCE, Ltd. (London & district distributors), offer—

**1951** Armstrong Siddeley Hurricane drop head coupe, immaculate condition, £395, over 1000 miles; one week's free trial.—184, Gt. Portland St., W.1. Museum 1001. (C3059/R)

**B. J. HUNTER**, Ltd. offer—

**1949** Armstrong Lancaster saloon, showroom condition throughout, £725. (C2040/R)

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, B.N. 2. Tel. Gladstone 5505. (C2040/R)

**BROOKLANDS**: Individuality, new and used cars. (C2040/R)

**1952** Armstrong Whitley saloon, black, brown. (C2040/R)

**1949** Armstrong Lancaster, serviced by makers. (C2040/R)

**103** New Bond St., London, W.1. Mayfair 8551-6. (C1029/R)

**1948** (Dec.) Armstrong Siddeley Typhoon sports saloon, in black, over 6500 miles. (C2035/R)

**ERIC HAYES**, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2, Paddington 0269. (C2035/R)

**1948** Armstrong Typhoon sports saloon, fast, brown, leather, ex. cond., 20,000 miles. (C2035/R)

**TICKFORD**, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. (C4029/R)

**1947** Hurricane, very good condition, £615. (C4029/R)

**1948** (Sept. read.) Armstrong coupe, spotless, £565; terms, exchanges.—Carmasters, Beckenham, 6977. (1295/R)

**1950** Armstrong Siddeley Hurricane drop head coupe, blue, blue leather, one private owner. (C1018/R)

**1950** (Sept. read.) Armstrong coupe, spotless, £565; terms, exchanges.—Carmasters, Beckenham, 6977. (1295/R)

**1950** Armstrong Siddeley Hurricane drop head coupe, blue, blue leather, one private owner. (C1018/R)

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## ARMSTRONG SIDDELEY

**£270** 1951—Armstrong Siddeley limousine, 7-seater, 3500 cc, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 229





# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Austin A16 and A16 Cars Wanted**  
**ROWLAND SMITH'S**, the Austin buyers.—Hampstead High St. (Hampstead Tube). (0391) R

**AUSTIN EIGHTEEN**  
**GUY ALFRED & Co.**, offer:—

**1939** Austin 18 limousine, black leather throughout, one owner.—6-7, Warren St., W. Euston 2264. (C1095)

**1939** Austin 18 four limousine, one private owner, low mileage, perfect.—4775—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C1026)

**1937** Austin 18 York saloon, 7-seater, face-forward, this car has had one private owner from new and is recommended, colour grey, grey exterior: 4375—Columb's Car Sales, Ltd., Tel. Malda Vale 5154 and 3651-2. (C1055)

**226** ens.—Austin 18, 1936, Hertford de Luxe saloon, blue and black, sliding head, blue leather, very carefully used, excellent condition, terms, exchange, just, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

**1935** Austin 18 long chassis York saloon, privately owned since new, taxed, good tyres, chassis and bodywork exceptional condition for year of manufacture: 2225—K.L.M. Motors, Ltd., 101, Brighton Rd., Croydon, Surrey. (C1050)

**Austin Eighteen Cars Wanted**  
**C**

**THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1 Euston 1212. (0956) R

**ROWLAND SMITH'S**, the Austin buyers.—Hampstead High St. (Hampstead Tube). (0391) R

**1938** 39 privately owned Limousines also 7-passenger Saloon urgently required.—A 24 2 Providence Court, North Audley Street, Mayfair. 2941. (W1006)

**Austin Twenty Cars Wanted**  
**ROWLAND SMITH'S**, the Austin buyers.—Hampstead High St. (Hampstead Tube). (0391) R

**AUSTIN TWENTY-FOUR**  
**E150** Hire men note! Genuine 1956 series Austin 24hp 7-passenger limousine, drive shaft, taxed, bargain, 41,495.—Car Mart, Ltd., Auston N.W.6. Hampstead 6480. (C1024)

**AUSTIN TWENTY-EIGHT**  
**LI**MOUSINES Ranelagh, 1956, partition, forward optional, leather, certified mechanically, moderate mileage, bargain value, (Pity Limousines—List posted). Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

**AUSTIN A125 & A135**  
**C**

**THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1 Euston 1212. (0956) R

**1951** Austin A135 Princess saloon, radio, heater, 16,000 miles, £1,495.—Car Mart, Ltd., Auston House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

**H. A. SAUNDERS, Ltd.**, offer:—

**NEW** Austin A125 Sheerline saloons and limousines, now available for immediate delivery; part exchange allowance for your present car; H.P. terms available.

**836** High Rd., N.12. Hillside 0024. (C1027)

**H. A. SAUNDERS, Ltd.**, offer:—

**NEW** Austin A135 Princess saloons now available for immediate delivery; part exchange allowance for your present car; H.P. terms available.

**836** High Rd., N.12. Hillside 0024. (C1027)

**H. A. SAUNDERS, Ltd.**, Radlett, Herts.

**1950** Sheerline, 11,000 miles, grey, with grey upholstery.—Tel. Radlett 5081-6. (C1005)

**MANN EOBERTON & Co., Ltd.**, offer:—

**1950** Austin Sheerline saloon, grey with grey leather upholstery, mileage 30,000.

**14** Berkeley St., London, W.1. Regent 2075. (C1006)

**BROOKLANDS**, Individually, new and used cars.

**1952** Austin Sheerline saloon, grey, radio, heater.

**103** New Bond St., London, W.1. Mayfair 8351-6. (C1029)

**CHARLES FOLLETT, Ltd.**, offer the following which we think represents excellent value:—

**1952** Austin Sheerline sal., metallic blue, grey leather, one owner, 4,900 miles only; this car is in new condition in every way, chauffeur driven, offered at an extremely attractive figure £1,655 (net £1,367).

**OFFICIAL** Lea-Francis Service Station; Barnsdale Yard, off Eglon Ave., W.3. Cunningham 5956. (C1010)

**1950** (April) Austin Sheerline saloon, silver, grey leather upholstery, heater, radio, sliding head.

**W. J. BROWN, Ltd.**, Established over 30 years.

**339** Finchley Rd., N.W.5. Hampstead 4114. (C1025)

**GENERAL** Repairs Built in our own Coachworks supplied direct to Purchaser. Inspection invited. Address Enquiries:—

**H. E. ARSENE** Aipe & Saunders (Coachbuilders) Ltd. Station Approach, Kent Gardens, Richmond 1614. (0951)

**1949** Austin Sheerline, runabout, perfect condition: £785 o.n.o.—Bruce France, 3a, Cromwell Mews, South Kensington, E. 0513. (C1014)

**AUSTIN A125 & A135**  
**1952** Sheerline saloon, heater, radio, taxed, ready for road, £2,049.—H. A. Saunders, Ltd., 144, Golder's Green Rd., N.W.11. Speedwell 0011. (C1004)

**Austin A125 and A135 Cars Wanted**  
**T**

**THE CAR MART, Ltd.**

**AUSTIN** cars

**REQUIRED** immediately.

**MAKE** your enquiries to

**AUSTIN** House, 297, Euston

**ROAD**, London, N.W.1.

**TELEPHONE**: Euston 1212

**AUSTIN MISCELLANEOUS**

**H. A. SAUNDERS, Ltd.**, offer:—

**NEW** Austin 16hp hire cars now available for immediate delivery; part exchange allowance for your present car; H.P. terms available.

**836** High Rd., N.12. Hillside 0024. (C1027)

**E125**—Austin 8-4-dr. sal., in exceptionally good condition throughout.—Below.

**E395** 1947, exceptional throughout; many others.

**BENNETT'S**, 1, Clarendon Rd., Holland Park London, W.11. Park 5001-7, 150 328, Holland Park (Tube). Exchanges, h.p. (C1017)

**1952** Austin A90 Atlantic saloon, black, heater, taxed to end of year, mileage under 500: £1,325.

**1939** Austin 10 saloon, in good condition, taxed: £325. Stubbs' Garage, Ltd., Loughborough. (1150)

**Austin Miscellaneous Cars Wanted**  
**ROWLAND SMITH'S**, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. (0391) R

**AUSTIN** wanted.—Smiths, 86 Chalk Farm Rd., N.W.1. Goul. 2767. (0922) R

**XXX** Cash immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom 9400. (W2001)

**MARSTON** Motor Co. for your Austin.—Tel. 8000, Seven Sisters Rd., Tottenham N.15. (0986) R

**ALL** models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6048. (W1056) R

**HATTONS**, of Lord St., Southport, will buy Austins, 1938 to 1950, 5 to 16hp, in condition above average: (0788) R

**WEYBRIDGE** AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins, 16hp, Weybridge 253. (0541) R

**Austin Spares and Service**  
**A**

**FIRST-CLASS** spares for Austin replacement units and vehicle parts, pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimble Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. (0414) R

**NORMAND, Ltd.**

**THE** best service only, highly skilled mechanics with efficient supervision.

**NORMAND, Ltd.**, 406-9, King St., W.6. Riv 3665. (0223)

**C. G. NORMAN & Co.**

**AUTHORISED** Austin retailers, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0271) R

**THE CAR MART, Ltd.**

**LONDON** distributors; spare parts for all model cars and trucks.

**THE CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9 (Hendon 6200), and at 16, Oxbridge Rd., Ealing, W.9 (Ealing 6717), and 362, Streatham High Rd., S.W.16 (Streatham 770). (10160) R

**AUSTIN** spares for old and new models.—Jenners, Ltd., Birmingham. (6652)

**FOR** Austin spares and replacement units.—Sands, Burnham, Bucks., 64. (0205) R

**AUSTIN** 7 spares, any year, any part; largest stockists in U.K. exchange units.—17 Northwood's first—45-47, Newington Causeway, S.E.1. Hop 2852 (2520).

**FRICKERS**, of Holland Park, for Austin spares and service.—45, Holland Park Ave. (next door to Underwood). Park 5077. (82016)

**BARKERS** MOTORS (LONDON), Ltd., Tel. Balham 6666 for Austin spares sales and service.—309, Balham High Rd., S.W.17. (0824) R

**AUSTIN** 7 spares, Witham's for the largest stocks at the lowest prices, exchange units; s.a.e. for list.—13, Balham Hill 9-17. Battersea 5260 2769. (10446) R

**ROCKHURST** GARAGE.—Harrow agents for Austin, sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0809) R

**WEST LONDON**—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Putnam, Wick Rd., W.6. Riverside 264-5. Old and new friends welcome. (83054) R

**AUSTIN** spares for cars, vans and commercial vehicles. Sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0809) R

**Austin Spares and Service**  
**PRYNN & STEVENS, Ltd.**, the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2 Brixton 1155. (10194) R

**BENTLEY (3½ & 4-litre)**  
**C**

**THE CAR MART, Ltd.**

**1952** Bentley Mark VI steel saloon, 4½-litre (enlarged engine), black and fawn with brown hide upholstery, 7,000 miles, £4,250.

**1951** Bentley Mark VI steel saloon, black with brown leather upholstery, 14,000 miles, in excellent condition, passed manufacturers' £3,600.

**THE CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 2451. (C1059)

**RIPPON**

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**RIPPON BROS., Ltd.**

**THE** leading Northern Bentley specialists.

**HAVE** a very fine selection of post-war Bentley cars from £2,550.

**RIPPON BROS., Ltd.**, Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0906) R

**KENNINGS, Ltd.**

**BENTLEY** 4½-litre Mark VI Standard steel saloon, black with beige leather upholstery, first registered November 25, 1948, fitted with radio, heater, demister and windshield washer, immaculate condition.

**PRICE** £2,900.

**INCORPORATING** comprehensive guarantee. Deferred terms and part exchange. Showrooms open 9 a.m. to 7 p.m. daily, including Saturday.

**KENNINGS, Ltd.**, Leadmill Rd., Sheffield, 1. Tel. 26451. (1117)

**R. F. FUGGLE, Ltd.**

**1951** (model) Bentley Mark VI standard steel saloon, black and grey, maroon upholstery, engine mileage 2,900.

**1937** 4½ saloon by Hooper, chassis and coachwork can be described as 100%—£1,675.

**R. F. FUGGLE, Ltd.**, Bushy Heath, Herts. Tel. 1985. (C2017)

**SWANMORE GARAGE**

**BENTLEY & Rolls-Royce Specialists.**

**1176** 1180, Christchurch Road

**BOSCOMBE**, Bournemouth.

**1950** Bentley Mk. VI steel saloon, 20,000 miles.

**1948** Bentley Mk. VI steel saloon.

**1939** Bentley 4½, overdrive H. J. Mulliner saloon.

**1937** Bentley 4½, Vanden Plas drop head 4-door, 4-seater.

**1937** Bentley 4½, Barker 2-door saloon.

**1937** Bentley 4½, Gurney Nutting saloon.

**1937** Bentley 4½, Freestone & Webb saloon.

**1937** Bentley 3½, Wm. Arnold 4-door saloon.

**1936**

**ALL** at very reasonable prices and in very beautiful condition.

**EXCHANGES**, terms, Rolls-Royce 20, 20/25 and 25/30 wanted.

**TEL**: Southbourne 1022. (C1021)

**JACK OLDING**, of Mayfair.

**OFFICIAL** Bentley and Rolls-Royce retailers.

**HAVE** a selection of first-class used Bentley and Rolls-Royce cars; details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. (0930)

**RUSSELL MOTORS** offer:—

**1934** 3½-litre Bentley 4-door saloon by Barker; £765, any trial or examination.

**RUSSELL MOTORS** (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (0960)

**MASCOT MOTORS, Ltd.**, offer:—

**1934** 3½-litre Thrupp & Maberly sports saloon.

**MASCOT MOTORS, Ltd.**, 237/243, Kennel Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (C1007)

**HAROLD RADFORD & Co., Ltd.**

**INVITE** you to call and inspect their unique selection of Bentley cars.

**HAROLD RADFORD & Co. Ltd.**, Melton Court, 14, South Kensington, S.W.7. Tel. Kensington 6642 (15 lines). (C1047)

**MANN EOBERTON & Co. Ltd.**, offer:—

**1951** (Aug.) Bentley Mk. VI steel saloon, Tudor grey with maroon leather upholstery, mileage 17,000 (remainder of Coventry to be sized).

**14** Berkeley St., London, W.1. Regent 2075. (C1006)

**LARGE** stock of 3½-4½ Bentley cars for disposal.

**H. R. OWEN, Ltd.**, 17, Berkeley St., W.1. Mayfair 1006 (10 lines).

**BENTLEY** 4½-litre standard steel saloon, black, beige leather, 9,000 miles, as new: £425.—Below.

**1948** Bentley standard steel saloon, black, grey leather, one owner since new, Bentley maintained £2,550—165, Herburn Rd., Walton-on-Thames 2007. (10184)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY (3½ &amp; 4½-litre)

**JACK BARCLAY, Ltd.**  
LARGEST official retailers of Bentley and Rolls-Royce.  
Stock list of used models on request to:  
12-13 St. George's, Hanover Sq., London W.1  
Tel. Mayfair 7444.  
**JACK BARCLAY, Ltd.** (10067 R)

**1950** Bentley 4½, steel 4-door saloon, as new. (10067 R)

**1939** Bentley 4½, sports saloon, with overdrive. (10067 R)

**EVANS & O'MALLEY, Ltd.** Loundes St., Knightsbridge, S.W.1. Sinoe 1553, 1709. (7649)

**1950** Bentley Mk. VI sal., colour metallic green, 26,000 miles, one owner, H.M.V. radio, one hundred per cent condition. (10067 R)

**TRICKFORD, Ltd.**, 8, Upper St., Martin's Lane, W.C.2. Tempier Bar 5558. (C3029)

**1952** May, 4½-litre big bore engine standard steel 4-door saloon, black, blue hide, genuine low mileage, as new. (10067 R)

**ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15, Tel. 4561. (11379)**

**1949** Bentley Mk. VI all-steel 4-door sports saloon, low mileage, for immediate delivery. For fullest particulars apply— (10067 R)

**GROSE, Ltd.**, Northampton, Tel. Northampton 4540. (6490)

**1948** Bentley Mk. VI standard steel saloon, black with fawn leather modifications and extras, unblemished, £2,950.—Box 1715. (17179)

**CHARLES FOLLETT, Ltd.** Accredited Rolls-Royce and Bentley retailers and repairers, offer at keenly competitive prices the following:

**1951** (Dec.) Bentley Mk. VI (big bore), midnight blue with fawn leather, 15,000 miles, this car has been very carefully maintained and is in absolutely new condition throughout, loose covers have been fitted from new. (10067 R)

**1950** Bentley Mk. VI standard steel saloon, mid-metallic blue with fawn leather, 23,405 miles, completely checked over and in superb condition. (10067 R)

**1950** Bentley Mk. VI standard steel saloon, attractively finished in two shades of grey, slate blue hide, one owner, chromium-plated removable luggage carrier, just decarbonised and thoroughly checked. (10067 R)

**ALL** the above cars were supplied by us new and we can give the complete history and recommend them with confidence. (10067 R)

**1938** (Nov.) Bentley 4½-litre overdrive, fitted very attractive 2-door sedan coupé by James Young, black, this car has just been completely re-upholstered including new carpet and head lining and is in outstanding condition, full details of history and overhauls available. (10067 R)

**OFFICIAL** retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266. (10067 R)

**SERVICE** Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

**1949** (May) Mk. VI Bentley standard steel saloon, dark blue, blue leather, excellent Bentley history, £2,950, including tax to end of year. (10067 R)

**1936** 4½-litre Bentley Park Ward steel saloon, black, leather, excellent Bentley history, £1,275, including tax to end of year. (10067 R)

**PAIDON BROS.**, 12, Euston Sq. 13 lines, Tel. Cunningham 5936. (10067 R)

**1950** Bentley S.S. saloon, colour grey, £2,850.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.1. Euston 5228 (5 lines). (C1090)

**NOVEMBER, 1947**, Bentley Mark VI black saloon, grey leather, immaculate condition, mileage 37,000, serviced Bentley Agents, £2,450.—Box 2551. (11226)

**BENTLEY** 1950 model (reg. Dec. 1949), condition as new, many extras, only 21,000 miles, £3,575.—Bridge Garage, Arterial Road, Hounslow, Tel. Ing 4. (1289)

**EDWARDS & CO. (BOURNEMOUTH), Ltd.** Bournemouth, Tel. 272-51, officially appointed Bentley retailers and repairers; reliable used cars in stock. (10067 R)

**BENTLEY** Standard saloon, late 1950 GT series, black, 18 recently passed by manufacturer, low mileage.—H. A. Fox & Co., Ltd., 5-5, Burlington Gardens, W.1. Reg. 7047. (1092)

**BENTLEY** 1949 Mark VI Park Ward drop head coupe, black, mileage 7,000, many extras, exceptional condition, cost £3,400; accept £3,950.—Briggs, Old Lodge House, near Dander, Tel. 4561. (10067 R)

**1951-2** Bentley (big-bore), special finish maroon, 14,000 miles, Tudor grey, immaculate condition, £1,400 miles, Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (1995)

**1938** Bentley 4½ Park Ward black saloon, taxed December, new tyres, 54,000 miles, first registered May, 1952, in excellent condition. (11226)

**1938** Bentley Park Ward 4-door saloon, carefully maintained by main R.M.T.A. agents in exceptional condition, £1,425.—Central Garage (Croydon), Ltd., Peil Rd., Croydon, Tel. Croy 7464. (C1042)

**1935** 3½-litre Thrupp & Maberly sedan coupé, condition as in better condition, this car was adequately described and must be seen. (1150)—Bainbridge Motor Co., Ltd., Basingstoke 477. (1029 R)

**SPORTS** 2-door 3½-litre saloon, boat, splendid overhauls, value, also 1936 Park Ward 4-door, boat, leather, delightful condition.—A. S. 2 Providence Court, Grosvenor Square, Mayfair-2941. (C1006)

**1951** (late) Bentley Mark VI (big bore), red, 26,000 miles, 18,000 miles, R.M.T.A. permission, £4,950.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

**1938** Rolls-Bentley 2-seater by James Young, a most attractive car, terrific performer. (1175)—A. Cranley Mews, S.W.7 (2 minutes South Kensington Underground), Kensington 5236. (C4016)

## BENTLEY (3½ &amp; 4½-litre)

**H. OWEN, Ltd.**—Send for full details of first-class used Bentley cars available.—17, Berghley St., London, W.1. Tel. Mayfair 9260, Froud Motor of the Swain Group. (C1032)

**1935** Bentley 3½-litre, most attractive utility box over engine, Young series well maintained and in exceptional condition. (10067 R)

**CLARKES OF PIRBRIGHT**, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four-hour service to owners; used cars available for inspection.—Tel. Brookwood 2201-2. (10558 R)

**1990**—1937 (Sept.) Bentley 4½-litre 4-door Park Ward sports saloon, colour black, brown hide, taxed year, one owner since new, in really superb condition. (10067 R)

**1938** (July) Bentley 4½ Gurney Nutting sedan coupé, Thorne & Fyfe leather interior, car has just been completely overhauled by Bentley agents, in really beautiful condition.—Rise & Young, Ltd., 65, Stenfield Ave., S.W.2. Tube Hill 640, 8122. (11358)

**FOR** sale—Bentley Mark VI 4-door saloon, special coachwork by Fyfe & Fyfe, new model at Earls Court Exhibition 1948, mileage 39,000, maintained by Messrs. Bentley Motors and indistinguishable from new, Newcombe Barber, Sedgford, King's Lynn, Tel. Snettisham 237. (19944)

**ROLLS-BENTLEY** 3½-litre Thrupp & Maberly drop head four-seater, ride control, complete major overhaul 3,000 miles ago, bills available, car in brand new condition throughout, new tyres, licensed, radio. (10067 R)

**1952** Bentley Mark VI standard steel saloon, 4½-litre (big bore) engine, fitted radio, heater, overhauls, and complete carpet, this extremely machine has done only 1,199 miles from new; B.M.T.A. comments: "Manufactured and fitted to the highest standards." Distributors, Aldams Rd., Dewbury, Tel. 655. (19725)

**BENTLEY** Mark VI 1951 standard steel sports saloon, in black, with natural hide upholstery; this car has done 55,500 miles since new and is in perfect condition, immaculate condition and serviced by Bentley Motors, price required, £3,750, B.M.T.A. permission to sell. (10067 R)

**1948** (July) Bentley Mark VI 4½-litre standard sports saloon, black with grey hide upholstery, radiator, engine and chassis completely overhauled by Bentley, and brought up to standard with current modifications, showroom condition throughout; opportunity to obtain an exceptional car at a reasonable price.—Details from (10067 R)

**TOBY MOTORS**, Regent Rd., Gt. Yarmouth 3275/4. (1162)

**1950** Bentley Mark VI standard steel saloon, but regularly serviced by makers, all new tyres just fitted (first set), definitely looks like a new car and open to any examination or trial.—J. Reynolds (Motors), Ltd., Main Ford and Gordon Dealers, Ford House, Rd., Dagenham, Rainham 770 (8 lines). (C3065)

**795** cc.—Bentley, October, 1954, 7½-litre special sports 4-door, new, 1954, 7½-litre special dark green hide, 1100 head lamps, standard and Aero underseats, spot lamp, twin horns, tonneau cover, new tyres, completely overhauled and in almost original condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Raymond Smith, Hampstead (Hampton Tube) Hampstead 6041. (C4018)

**1936**, registered April, 3½-litre Bentley Park Ward 4-door saloon, 34,000 miles, metallic grey with light blue leather, one owner, engine and brakes, etc., reconditioned by official Rolls and Bentley repairers, engine needs running in, completely overhauled, whole car in immaculate condition and guaranteed for six months; price £1,175.—Apply Dex Automobiles, Ltd., New Bridge 365, Newcastle-on-Tyne, Tel. 25511. (19726)

**1950** (August) Bentley Mark VI standard steel blue leather, fitted new series engine, modified suspension, carbs and clutch, one owner, whose close contact with the Crewe works has resulted in the latest modifications being done regardless of cost in order to keep the car up to date; this is virtually a brand new car.—Nimmo Garage, Hasell St., Newcastle, Staffs. Tel. 6194. (1248)

**BENTLEY** Mark VI, January, 1950, engine No. 19 451 E, chassis No. B 403 E.W., mileage 25,000, fitted 2-door saloon body by James Young, Ltd., colour black, head lamps, 1100 head lamps, standard and Aero underseats, spot lamp, twin horns, tonneau cover, new tyres, completely overhauled and in almost original condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Raymond Smith, Hampstead (Hampton Tube) Hampstead 6041. (C4018)

**PERFORMANCE** Cars.—Good selection always available; written guarantee.—See under "Spare Parts." (C3029)

**1929** Bentley Speed Six, excellent condition, £300.—R. P. Harvey, North House, Aldershot, Hants. Tel. 1180. (10067 R)

**1927** 6½-litre Bentley 2-door fixed head coupé, in exceptional condition, £225.—Woking Motors (Maybury Hill), Ltd., Woking 1926. (C4057)

**BENTLEY** 4-litre, first registered April 1952, recently overhauled and in excellent condition, £350.—G. H. Salter & Co., Ltd., High St., West Bromwich, (1070)

**1930** 4½-litre Bentley open 4-seater, perfectly overhauled and in excellent condition, £375 or offer—220, Nelson Rd., Whiston, Prescot, Merseyside, Tel. Prescot 2721. (1276)

**4½-litre** Bentley 1950, fabric saloon, whole car in excellent condition, genuine mileage, £3,000.—Offers to George A. Kydd, Auctioneers Bridge House, Girvan. (1068)

## BENTLEY (other than 3½ &amp; 4½-litre)

**BENTLEY** 3-litre blue label, complete engine overhauled 1948, brakes relined, complete engine overhauled, sold on delivery of new car, nearest offer to £100.—Box 2008. (11125)

**1936** Bentley 4½-litre Park Ward saloon, in very value at £985.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (1614)

**£110**—1924 3-litre Bentley Blue Label, clutch and brakes recently relined, new battery, well shod 20 mps, in regular use, taxed Sept.—"Gale Hoit," Tel. South Benzie 3340. (1214)

**Bentley Cars Wanted**

**S. G. OURN** demand is urgent.

**OWNERS** who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5244. (1516 R)

**THE CAR MART, Ltd.** wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (corner of Piccadilly), Grosvenor 5434. (10958 R)

**ROWLAND SMITH'S**, the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041. (10537 R)

**£2000** offered by private purchaser for a good low mileage Mark VI Bentley.—Box 535. (19736)

**BENTLEY** or Rolls-Royce wanted immediately; will pay up to £4,000, please state year, mileage and price.—Box 535. (19736)

**SWANMORE GARAGE**, 1176-1180, Church Street Rd., Besenome, Bournemouth, Tel. Southbourne 1022. (W4024)

**HATTONS MOTORS, Ltd.** Birmingham will buy or part exchange your 3½- or 4½-litre Bentley.—79, Broad St., Midland 2437. (10557 R)

**WEYBRIDGE AUTOMOBILES, Ltd.**, officially appointed Bentley retailers, urgently require late type Bentleys. Tel. Weybridge 233. (10540 R)

**WE** are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westwood St., Crystal Palace, S.E.1. Liv. 3562. (10662 R)

**BENTLEY**—Private buyer will pay £3,000 for 1950 51 as new standard saloon with guaranteed mileage under 10,000 and passed by makers.—Box 2761. (1064)

**ROSE & YOUNG, Ltd.**, urgently require Mark VI Bentley—35-39, Stenfield Ave., Streatham Hill, S.W.2 (1 mile Streatham Hill Station). Tel. Hill 8464. (W5057)

**E. D. ABBOTT, Ltd.** (officially appointed Bentley retailers) are open to purchase pre-war Bentley overhauled Bentleys saloons and coupes.—Farnham, Surrey, Tel. 6262. (10540 R)

**STANDARD** steel saloons, Bentleys, post-war; please state full particulars and lowest cash price.—R. S. Mead (A.S.S.), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5471-2. (10540 R)

**A.S.S.** always purchase Saloons, also four-seater coupes, 1935 to 1951, please forward details to: A.S.S. (A.L.G. & Saunders) Provisional Court, Audley Street, Mayfair-2941. (W1006)

**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (10592 R)

**Bentley Spares and Service**

**JACK BARCLAY, Ltd.**

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork, large stocks of spares for all types.

**W. ORRIS**—Lombard Rd., Morten Rd., Merton, S.W.15. Liberty 7222 (8 lines). (1024 R)

**JACK OLDING**, official Bentley retailers.

**RECEPTION** for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

**TEL** Mayfair 5342 for collection—18, Providence Court, W.1. (18505 R)

**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. (10592 R)

**SHROOUMS**, 18, Berkeley St., W.1. Mayfair 6266. (10592 R)

**SPARE** parts.

**SERVICE**, Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (10592 R)

**CENTRAL GARAGE**, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central, Tel. Croy 7464. (18142 R)

**B.M.W.**

**11** Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**M. W. 1936** 16hp saloon, 3 carburetors, 27mpg, rebored, £215.—Lander, 50, Upper Berkeley St., W.1. Tel. 7988. (12346)

**BOND MINICAR**

**1951** Bond Minicar, green, 2,500 miles only, 50mpg, £225.—Paragon Motors (Wetherby), Ltd., Wetherby, Tel. 125. (1104)

**Bond Minicar Vanted**

**BOND MINICAR**, in good condition, for cash.—Tel. Vauxhall 2086 or 4074. (10846)

**PRIDE & CLARKE, Ltd.**, the Bond Minicar buyers, R.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. "Brixton 6251. (10740 R)



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CHIPPSTEAD MOTORS LTD. offer:—

1941 Citroen 1948, new engine approx 5,000 miles, special wing extensions, radio, twin pashamans, overdrive tyres, etc., black and red, director's car, special price. (C1046)

CHIPPSTEAD MOTORS LTD. 197, Fulham Rd., Kensington, London, S.W.3. Phone 3552, 7253, 7154. (C1046)

## ACE SERVICE STATION (LONDON) Ltd.

THE Citroen distributors, offer the following carefully selected and unrepaiable bargains from England's largest stock of post-war Citroens.

1948 Light 15 pastel blue: £675.

1947 Light 15: £625.

NORTH CIRCULAR RD., Stonebridge Park N.W.10. Edgar 5565 (5 lines). (C1000)

JOHN S. TRUSCOTT Ltd., for Citroen.

SEVERAL competitively priced post-war models are equally available.

NEW first-class examples are offered.

EXCHANGES deferred terms.

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173 Westbourne Grove W.11 Bay 4274. (C1046)

RICHARDS &amp; CARR always have a stock of Citroens.

1939 15hp Roadster, blue, good condition: £395.

1948 Light 15 saloon, black, sliding roof, immaculate: £645.

1947 Light 15 saloon, grey, really like new: £765.

1949 Light 15, taxed year, excellent throughout.

1946 Light 15, taxed year, excellent throughout.

35 Kinnerton St., Wilton Place, London, S.W.1. (C3045)

WORTHINGTON MOTOR CO. Ltd., for Citroen sales, spares service—Tel. Worthing 71.

19000 miles—Late 1950 Light 15, as new, £695. Mansfield Autos, Ltd., Euston 2567. (C3001)

WORKING MOTORS (MAYBURY HILL) Ltd., working 1950 offer:—

1948 (Ave.) Citroen 15hp de luxe saloon, colour and beige leather, 17,000 miles, £665.

1947 Citroen 15hp de luxe saloon, black with brown leather, spruce steering wheel, oil and fuel pump. £575.

1952 (March) Citroen 15hp de luxe saloon, 2,100 miles, B.M.T.A. Consent—Ernest Sutton, Tel. Rocate 4.

BEST offer over £1,000—6-cylinder Citroen, perfect condition, H.M.V. radio, roof luggage rack, 19,000 miles—Box 2645. (C1046)

CITROEN Light 15, choice of three, guaranteed, from £625—C. G. Norman &amp; Co., County of London Distributors, Vic. 2211. (C1046)

CITROEN Light 15, choice of three, guaranteed, from £595—C. G. Norman &amp; Co., County of London Distributors, Vic. 2211. (C1046)

1939 Citroen Light 15, finished black, in magnificent condition throughout, impressive performance, £560, terms—below.

1946 Citroen Light 15, black, and red leather, mechanically perfect, highly recommended: £625, terms—below.

CONDOR MOTORS Ltd., 33 Grosvenor Crescent, C. Mexx, Hyde Park Corner, S.W.1. (C1046)

1947 Citroen (Nov.) Light 15, super: £580. Smith &amp; Hunter, Ltd., 276 Kensington High St., London, W.14. Tel. Western 2512. (C1046)

CITROENS—Choice of 3, all in first-class condition, 50 '39, '40, terms and exchanges—Pad. Green Plains Station, 121, Harrow Rd. Pad. 6566. (C1046)

CITROEN 12 1958 model fixed head coupe, beige, very good condition, new engine just fitted, £550 or nearest offer—Ellis Shuttles House, Healey Rd., Orsett, Yorks. (C1046)

1950 (September) Citroen 6-cylinder, 16,000 miles, grey, with red leather, excellent condition with 6 almost new tyres—Howard, 29, Westbyrd Park, Westbyrd. (C1046)

1946 Citroen Light 15 saloon, black, in excellent condition throughout, exceptional value: £450—Wembley Court Motors, High Rd., Wembley, Wembley 5577-8. (C1046)

'39-40 Light 15 Roadster, two owners only, in lovely condition, new hood, tonneau, brakes, clutch, transmission, £1100 just spent, a shena, taxed, £550—Major Budd, Haver, Esher, Chichester. (C1046)

145 ins—Citroen 12, 1935 model, 4-door saloon, black, red leather, good condition; terms, exchange; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1046)

ROSE &amp; YOUNG, Ltd., offer 1949 (October) Citroen 6-cylinder de luxe separate front seats, immaculate condition, inside and out, black: £685.—R. Young, 10, St. James's Place, London, S.W.1. (C1046)

CITROEN, in good condition, for cash—Tel. Valence 2056 or 4674. (C1046)

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## Citroen Cars Wanted

ACE SERVICE STATION (LONDON) Ltd.

THE Citroen distributors are the largest buyers of used Citroens in the British Isles; trade enquiries welcome.

NORTH CIRCULAR RD., Stonebridge Park, N.W.10. Edgar 5565 (5 lines). (C1000)

LOW-MILEAGE Citroen or similar required now.—54, 1950000

EXCEPTIONALLY high prices paid for Citroens in good condition.—Mayfair 0151 or Harrow 4646. (W5008)

RICHARDS &amp; CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W5045)

WANTED, low-mileage Citroen in exchange for Triumph Renown (5,000 miles only).—Mansfield Autos, Ltd., Euston 2567. (W5001)

JOHN S. TRUSCOTT Ltd., are consistently good buyers of really valuable Citroens.—173, Westbourne Grove, W.11. Baywater 4274. (W4055)

CITROEN SPARES AND SERVICE

BALES of Citroen.—Distributors and specialists for over 25 years, repairs, overhauls and spares. Tel. Croydon 5151-2. (C1046)

THE HEADLIGHTS MOTOR &amp; ENG. CO. Ltd., R. Dray Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists. All spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. (C1001 R)

WIDCOMBE GARAGES Ltd., Putney Rd., Bath 4855.—Citroen parts, reconditioned drive, 1949 48-hr. service. (W5045)

SHRIMPTON'S MOTORS Ltd., London Distributors, 8, Beaufort Rd. and 224-244, Brompton Rd., S.W.1. Kennington 5424.

SPARES and service.—47, Maitland Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. 40727 R

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. (C1000)

CONDOR MOTORS for speedy Citroen repairs, carried out by specialist French and English mechanics. 57 Grosvenor Crescent, Chelsea, Hyde Park Corner, London, S.W.1. Sloane 6467. (C1046)

CITROEN.—We are distributors for N.W. Kent and assemblies fitted from stock.—Barnet Road Garage Ltd., Barnet, Herts. 725. (W5045)

BARNES ROAD GARAGE &amp; ENGINEERING CO. Ltd., 11, Bowers Rd., N.11 (Box 2294), specialists on Citroen body repairs and mechanical overhauls, engine units reconditioned 48-hr., all spares stocked. (W5045)

WILCOX (SLOUGH) Ltd., offer:—

1947 Daimler 24-litre light sports professional or family use.

CONDOR MOTORS, Chandos St., Slough, Bucks. Slough 21429. (C4052)

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 24-litre Consort saloon (1952), maroon, with red leather air conditioning, 900 miles only; £1,950.

DAIMLER 24-litre Consort (1951), black, with brown leather, air conditioning; £1,950.

DAIMLER 24-litre Barker four-door coupe (1948), radio and heater, 19,000 miles only; £1,295.

DAIMLER 24-litre (1948), grey, with red leather, radio, heater and demister, excellent order; £1,195.

DAIMLER 24-litre sports saloon (1951), black, with green upholstery, excellent order; £595.

DAIMLER 24-litre sports saloon (1951), black, with leather throughout; a roomy, economical car; £550.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404), Service: 7, Herbrand St., Russell Sq., W.C.1. Terminus 7664. (C4052)

CHARLES POLLETT, Ltd., Sole Distributors Lea-Francis London &amp; Home Counties, offer:—

1952 (April) Daimler Consort sal., black, red leather, radio, several extras, 1,600 miles only, as new; £1,525.

1947 Daimler 24-litre sal., black, brown leather, heater, recent overhaul by makers (fully available), whole car in really outstanding condition for its year, good value, £975.

1950 Daimler Overdrive Special sports drop head radio, heater, and guaranteed, £1,750 (incl. vat £2,762).

All the above cars have been thoroughly serviced and are in showroom condition and carry a written guarantee.

18, Berkeley St., W.1, Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnetale Yard, off Elgin Ave., W.3, Cunningham 5956. (C1010)

1947 Daimler 24-litre saloon, 24,000 miles, red leather, new set of India tyres completely replaced, part exchange price £1,550 or offer Apply Gallat-Hatchard, Grosvenor Gardens House, Grosvenor Gardens, London, S.W.1. Tel. Victoria 1485. (C1005)

1949 (June) Daimler 24-litre saloon, heater, taxed, note price £270. Sumner, 19, Boncourt Rd., Higher Crumpsall, Manchester, 6. Tel. 1924 Cheetham Hill. (W111)

DAIMLER 24-litre Consort saloon, 1952, black, red leather upholstery, air conditioning and wireless, 547 miles, price £1,550 or offer Apply Gallat-Hatchard, Grosvenor Gardens House, Grosvenor Gardens, London, S.W.1. Tel. Victoria 1485. (C1005)

1935-6 Daimler 20 7-seater, immaculate, f.f.c. new, rear interior, bodywork recently repainted, reasonably economical, excellent aspect, friendly, very attractive hire car offered at reasonable price of £195.—Car River, Garage, 11190 Purley, Surrey. Eps 4812. (W1190)

## DAIMLER

LIMOUSINES 24hp, 1950, partition, black, widest occasional, super, private, from £655.

LIMOUSINES 32hp, Straight-8, Hooper Coachwork, partition, widest occasional, magnificent condition, black, low cost, (Pity) Limousines—Listed post-1-1-41—Alpe &amp; Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Daimler Cars Wanted

Cash immediately for good Daimler.—H. F. Edwards, 26, Upper High St., Epsom 5020. (W2001)

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (W5045)

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Pinsektor gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kennington 7501. (W5045)

PRESELECTOR gear boxes.—H. A. Engineering, 55, Grant Rd., Addiscombe 2951. (W1044)

DAIMLER and Lancaster specialists.—Desham Motors, 17, Attercliffe Mews, S.W.7. Western 4541. (W1044)

CROYDON.—Donald Vince &amp; Co., Ltd. Daimler and Lancaster specialists for sale and service.—Kidderminster Rd., Croydon 5775. (W1044)

DAIMLER and Lancaster spares.—Large stock of spares for most models, specialists in spare units, heaters, etc., for sale and service series. Alena, Victoria Rise, Clapham, S.W.1. Mayfair 4199 and 6252-3. (W1044)

Deluxe Spares and Service

MAYFAIR, Ltd., Deluge world concessional.—Rapid engine and body repairs, parts stocked.—62, Park St., W.1. (W1044)

SELBORNE (MAYFAIR), Ltd., sole concessional.

1952 Delanave 195M four-door coupe, 400 miles only; £575. Tel. 4755. (W1044)

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SELBORNE (MAYFAIR), Ltd., sole concessional.

1952 Delanave 195M four-door coupe, 400 miles only; £575. Tel. 475

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**FIAT**  
1951 Fiat 500, 1957 coupe, grey, red leather, very good condition, taxed, terms, exchanges, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C5018)

**MAYFAIR GARAGES, Ltd.**—The accepted economy of a convertible, now greatly enhanced by a considerable reduction in initial purchase price, made possible by specialization and a staff who know their job. Below.

**MAYFAIR GARAGES, Ltd.**—1959 500 2nd series of convertible, re-upholstered black and reconditioned 1,000 miles ago, very smart car with excellent road performance, 3 months' guarantee, £195. Below.

**MAYFAIR GARAGES, Ltd.**—1959 500 2nd series of convertible, re-upholstered silver with black leather upholstery, carefully maintained, very smart car in outstanding condition, 3 months' guarantee, £195. Below.

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## FORD (8 h.p.)

**JACK ROSE, Ltd.**—offer—  
1950 Ford Anglia, almost as brand new, in green, Balham High Rd., Wallington, Surrey. Tel. Wallington 4444. Open 9-5. (C5056)

**349**—1947 Ford 8 saloon, nice condition, below. Below.

**1951**—1959 Ford 8 de luxe saloon—Autonups, 5, Balham High Rd., Balham 1509. (C1009)

**1936** Ford 8 saloon, excellent condition throughout; £165. Below.

**1947** Ford Anglia saloon, excellent condition in every respect; £405. Below.

**1939** de luxe model Ford 8, in excellent condition; £225—Ringside 2063. (C5019)

**1950** Ford Anglia, good condition, one owner; £525, appointment—Tel. Hayes 1248 (1212)

**FORD 8** saloon, in very smart condition, nearly new tyres, taxed Dec., private; £265, no offers. Box 2649. (1215)

**1947** (Nov.) Ford 8 Anglia, black, one local owner, first offer, £350, cash or terms—A. E. Palmer Motors Church St., Luton 4212. (1212)

**1949** Anglia, black, good condition, one owner; £430 o.n.o.—"Burkhurst", Kenton Rd., Easing, Luck, Tel. Heading 6177. (1259)

**£260**—1959 Ford 8 2-door saloon, black, very good condition—Burton Motors, 295, Tottenham High St., S.E.15. Tel. Lee 1051. (C1052)

**ANGLIA 1950** (June), black, 10hp engine, really excellent condition, £425, minus dealer's Licence, Norwood Hill 095, near Hoxley, Surrey. (C5018)

**1949** Ford (Dec. '48) Anglia saloon, radio; £425. Smith & Hunter, 376, Kensington High St., London, W.1. Tel. Westend 2512. (C5018)

**1951** model Anglia saloon, taxed, one owner, excellent condition; £485—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7545. (1259)

**TO** the trade only—Post-war Ford 8 available in stock made for your showroom. We also wish to buy cars, may we quote for yours? G. Edwards & Sons, 55, 57, South Western Avenue, Kensington, London, W.8. (C1051)

**£545**—1950 July Ford Anglia, one-owner saloon, 10hp, 7,000 miles, literally unmarked, 6 months' guarantee—J. Corston, Ltd., Ken. 1410. (1296)

**399**—1948 Ford Anglia 8hp saloon, reconditioned, 10hp engine, leather, £140 deposit—George Clarke Motors, Ltd., 278, Brixton Hill, S.W.2. Tel. Hill 3211. (C1043)

**£189**—1957 Ford 8, really excellent condition, a bargain—G. P. (B)ham, Ltd., 2c, Balham High St. W.12 (109) (upham South Tube). (C5024)

**525**—Ford Anglia, March 1950, 8hp saloon, used, excellent condition, terms, exchanges—Rowland Smith, below.

**465**—black, one careful owner, good tyres, excellent condition, terms, exchanges—Rowland Smith, below.

**395**—Ford Anglia, June 1949, 8hp saloon, black, heater, excellent condition; terms, exchanges. Rowland Smith, below.

**265**—Ford 8, July 1949, de luxe saloon, dark green, 7,000 miles, excellent condition; terms, exchanges, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube); Hampstead 6041. (C5018)

**ARTHUR E. GOULD, Ltd.** 290-292, Regent St. W.1, and 6-14, Meard St., Soho, W.1. Langham 1594-5, 1948-50 Ford Anglia saloons, low mileage, all guaranteed, also earlier models. (1078/R)

**1949** Ford Anglia saloon, black, one owner, excellent condition throughout, mechanically perfect; £495—M.B. Motors, 236, New Cross Rd., London, S.E.4. Tideway 3779. (C5013)

**C. DUFFY EDWARDS, Ltd.** offer 1950 series Ford condition throughout, 15,000 miles, original new finished brilliant original unmarked black cellulose, cream valance, silver wheels and sparkling chromium, upholstered in as new custom viride with carpets to suit—Additional include: clock, spotlight, piped leather, tailgate, demister, additional saddle-masson tailored horse covers, demister, additional saddle-masson, twin sun visors, etc., spare unused, complete toolkit, thorough servicing throughout, three months' written guarantee; 495; blue purchase, part exchanges—Annexbury Lane, Harpenden, Herts. Tel. 115. (C5030)

**Ford Eight Cars Wanted**  
**C** THE CAR MART, Ltd., wish to purchase Ford 8 cars—533, Euston Rd., N.W.1. Euston 1212/1072/R  
**ROWLAND SMITH'S**  
**ROWLAND SMITH'S** the Ford buyers—Hampstead 6041 (Hampstead Tube) Hampstead 6041/R  
**FORD 8hp** saloon wanted, 1951 or later—Gordon Wooder, 40a, Evershed Rd., S.W.16. Tel. W4059  
**Anglia** saloon in good condition drive-in, write or phone—200-202, Cricklewood Broadway, N.W.2. Gladstone 2524. Open to 7 p.m. week-days. (W2000)

**FORD (10 h.p.)**  
**1944** Prefect de luxe, radio, covers, spotlight, new gear box, clutch, suspension; £430 o.n.o. Balham 1561. (1241)

## FORD (10 h.p.)

**W. HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Below.

**1949** Ford 10hp Prefect saloon, colour black, leather upholstery, 17,000 miles, taxed. This car is available for demonstration anywhere, any time, hire purchase terms can be arranged. W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

**CAR MART, Ltd.**  
**1950** Ford Prefect saloon, 15,000 miles; £675—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1035)

**RAYMOND WAY.**  
**RAYMOND WAY** of Kilburn  
**RAYMOND WAY.** The Hire-purchase Specialists.

**1946** Ford Prefect 4-door saloon, colour black with red leather upholstery, one owner, reconditioned engine fitted, mileage approximately 4,000, taxed. HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

**R. M. M. V.** 4044, Canterbury Rd., Kilburn, N.W.6, partments (Kilburn Park Station) Bakelien line, 150 yards. (14047)

**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 10hp saloons available.  
**PHONE** Harrow 4282 for details.

**W. HAROLD PERRY, Ltd.** High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (1010/R)

**H. A. SAUNDERS, Ltd.** offer—  
**1950** Ford Prefect saloon, black with red upholstery, reconditioned mileage 2,000; £795, 612, High Rd., N.12. Hillside 4752. (C5037)

**L. AYTONS OF OXFORD** offer—  
**£635**—1948 Ford Prefect saloon de luxe, in first-class condition, both engine and bodywork; finished in black with green leather upholstery; terms over 18 months if required.

**L. AYTONS OF OXFORD (MOTORS), Ltd.** New Rd., Oxford, Tel. 3381. (C5034)

**ARTHUR MULLIN, Ltd.** offer—  
**1949** (Aug.) Ford Prefect saloon (latest series), black with brown leather upholstery, in excellent condition, one owner, immaculate, selected from a large and comprehensive stock of carefully purchased high-grade used cars at competitive prices; if desired, complete customer-protection guarantee, latest price, available on request.

**ARTHUR MULLIN, Ltd.** Bridge St., Northampton Tel. 307. (C5019)

**ALAN TAYLOR MOTORS, Ltd.** offer—  
**1948** (Oct.) Ford Prefect saloon, leather, 6195, High St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (C1041)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.** offer—  
**FORD** Prefect late 1949, black brown leather; £625. MARLBOROUGH Works, Kenilworth Tel. Westborough 5656 and 5658. (C1026)

**1949** 4-door de luxe saloon, beige, with maroon leather well maintained car, with maroon 4099. R. C. B. 06-08, Upper Richmond Rd., East Putney, S.W.15. Tel. 4361. (1580)

**£635**—Ford Prefect saloon, September, 1950, immaculate throughout, black leather upholstery, immediate throughout. CRICKLEWOOD, Ltd., 200-229, Cricklewood Broadway, N.W.2. Gl. 2254. (C5036)

**1947** Ford Prefect saloon, one owner, taxed, excellent condition throughout; £625—Hass. Ladbroke 1155. (C5027)

**1950** Ford Prefect saloon, low mileage—British Lane, W.C.2. Temple Bar 3568. (C5027)

**L. F. DOVE** offer—1948 Ford Prefect, reconditioned engine fitted, dealer £550—60, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

**£135**—1955 Ford 10 saloon, excellent runner, taxed year—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6100. (C1024)

**1950** (March) Prefect black saloon, grey upholstery, exceptional condition; £595—J. Davy, owned; £560—Cooper, 22, Zilla Rd., Nottingham, 1255. (C5027)

**1950** Ford Prefect, beige red interior, one owner, 150 152, Kensington High St., W.8. Western 864. (C1069)

**ARTHUR E. GOULD, Ltd.** 290-292, Regent St. W.1, and 6-14, Meard St., Soho, W.1. Langham 1594-5, 1948-50 Ford Prefect saloons, low mileage, all guaranteed. (1078/R)

**NAVY & ROOT**—1949 Ford Prefect saloon, beige interior, exceptional condition; £595, 25, East Hill, Clapham, S.W.1. Tel. 5072. (C5022)

**1950** (Oct.) Ford Prefect saloon, green leather upholstery, fitted radio, immaculate; £600—R. A. Saunders, Ltd., 144, Gunders Green Rd., N.W.11. Speedell 0011. (C5034)

## FORD (8 h.p.)

**W. HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Below.

**1950** Ford 8hp Anglia saloon, colour green, 9,000 miles only, genuine car; £650. Below.

**THIS** is available for demonstration anywhere, any time, hire purchase terms can be arranged. W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

**DICKS**  
**1940** Ford 8 Anglia saloon, post-war condition; £345. Below.

**DICKS CAR SALES, Ltd.** 385-401, High Rd., Kilburn, N.4. Maida Vale 688-9. (C5042)

**OVERSEAS CARS, Ltd.**  
**1946** Ford Anglia saloon, black, brown leather; £595. Below.

**OVERSEAS CARS, Ltd.** 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7472. (C5051)

**COACHCRAFT** offer—  
**£125**—1936/7 Ford 8 popular saloon, excellent running order, having been fitted with replacement unit, good appearance, terms to suit and exchange, three months' written guarantee—Coachcraft, Elm Rd., Evesham, Tel. 6339. (C1025)

**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 8hp saloons available.  
**PHONE** Harrow 4282 for details.

**W. HAROLD PERRY, Ltd.** High Rd., Harrow Weald, Middlesex. (Opp. Bus Depot). (1010/R)

**1949** Anglia, one owner, any trial; £450 or best offer—Bat. 1249. (1799)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (10 h.p.)

**1952** ens.—Ford Prefect, October 1949, saloon, black, maroon leather, one careful owner, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below. (C3018)

**1948** ens.—Ford Prefect, 1939 model, saloon, black, one loose cover, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

**1949** (date) Ford Prefect 4-door saloon, tastefully finished in pastel green, mechanically without fault, taxed till 1953, tyre as new, only 18,000 miles; £500; exchanges, terms, open until 8 p.m.—Midland Motor Co., Traffic Est. (Five Miles, Railway), Derby, Tel. 40124 Becketts. (1166)

## Ford Ten Cars Wanted

**C**  
**M**  
**T**HE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1, Grosvenor 3434 10174 R

**F**ORD 10 in good condition, for cash.—Tel. Valentine 2096 or 4674. (19451)

**P**HOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey, Vigilant 1121. (W3044 R)

**R**OWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (19535 R)

**R**EQUIRED immediately, good Ford 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 110. (W2000)

**M**ARSTON MOTOR CO. Ltd., for your Ford 10.—Tel. Sta. 5000, Seven Sisters, N., Tottenham 10179 R

**1949** 1950 Ford Prefect saloon wanted for cash.—St. Clair, Chestnut Close, Amersham (W1093)

## FORD ZEPHYR

**1951** Ford Zephyr, radio, heater, low mileage, colour green, fully guaranteed as minimum 12 months, £1,200; terms, open 9-7 week-days and Saturdays.—D. P. Wyatt, 51-43, Fortune Green Rd., W. Hampstead 5985. (1159)

## FORD (V.8)

**W**  
**H**AROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.

**1950** Ford Pilot saloon, chrome of two cars, both low mileage and in first-class condition. These cars are available for demonstration anywhere any time. Buy purchase terms can be arranged.

**W**  
**H**AROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (C3042)

**R**OUNDABOUT offer:—

**1950** Ford Pilot, black, beige leather upholstery, fitted radio and heater, windshields, wind-down washer and wipers, one owner, £695.

**1951** Ford Pilot, B.M.T.A. permission to sell granted, colour green with beige leather upholstery, fitted radio and heater, car as new, £785.

**R**OUNDABOUT GARAGES, Ltd., Western Avenue, Greenford Middlesex, Wexley 1071-5. (C3058)

**A**  
**L**LAN TAYLOR MOTORS, Ltd., offer:—

**1950** Ford Pilot saloon, leather, radio and heater, £725.

**H**IGH ST. Wandsworth, S.W.18, Tel. Vandike 3433 (5 lines). (1042)

**1948** (Nov.) Ford Pilot, one owner, carefully used, written guarantee.—See under "Sports Cars".

**P**ERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars". (C3041)

**1937** Ford 22hp saloon, reconditioned engine, sound order, £125.—Western 3554. (1424)

**1948** Ford Pilot saloon, black with brown leather reconditioned engine fitted, 3,000 miles, in excellent condition; £595.

**B**  
**R**EW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7, Kensington 246. (19230)

**1937** Ford V.8 22hp saloon, 5 new tyres, battery, generator, brakes reined; £190.—Holman, 55, Cavendish Ave., W.5, Avon 5320. (1242)

**1951** Ford Pilot, green beige hide, radio, heater, 10,000 miles, £765.—J. Davy, 180/182, Kensington High St., W.8, Western 9641. (C1069)

**1950** Ford V.8 Pilot, heater, brown upholstery, in black, 650 gns. part exchange terms.—Mitchell, 1, High Rd., S.W.12, Ballham 2234. (1424)

**£250** 11-1959 Ford V.8 22 saloon, new tyres, reconditioned, really beautiful condition, absolute opportunity.—A.Z. Motors, Palmerston Rd., N.W.6, Mal. 4723. (C1011)

**1950** (October) Ford Pilot de luxe saloon, fitted radio and heater, black, brown leather, low mileage, £500 or near offer.—R. Epps, "The Yorkshire Grey", Eltham Hill, S.E.9, Tel. Eltham 2244. (1156)

**P**X-EMBERS, new Ford 8 cyl. super de luxe 12 saloon, luxuriously equipped, radio, heater, loose covers, L.H.D. spotless condition, £750; exchanges considered.—45, Shirehall Park, N.W.4, Hendon 1645. (1075)

**1951** Pilot saloon, also 3 1950's, all in immaculate condition, heaters and radios; really excellent cars and good value from £725.—Wood & Lambey, Ltd., Main Ford Dealers, 49, Stamford Hill, N.16, Sta 5434. (1110)

**695** built-in radio, heater, loose cover, one careful owner, practically new condition; terms, exchanges, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

## Ford V.8 Cars Wanted

**C**  
**M**  
**T**HE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1, Euston 1212. (10175 R)

**F**ORD V.8 in good condition, for cash.—Tel. Valentine 2096 or 4674. (19452)

**R**OWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (19535 R)

## UTILITY—FORD OR OTHER BODIES

**365** ens.—Ford, October 1952, 10hp 4-seater, timber body, Utility, class all round, fold-flush rear seat, drop tailboard, excellent condition, year's tax, terms, exchanges, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

**R**OWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (19537 R)

**Ford Miscellaneous Cars Wanted**

**R**  
**S**  
**R**OWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (19535 R)

**W**  
**H**AROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (W3042 R)

**F**ORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul. 2767. (19235 R)

**X**X Cash immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 9200. (W2001)

## Ford Spares and Service

**N**ORMAND, Ltd.

**T**HE best service only highly skilled mechanics with efficient supervision.

**N**ORMAND, Ltd., 406-9, King St., W.6, Riv. 5665. (10225)

**P**  
**H** PEACOCK, Ltd.

**C**OMPREHENSIVE stock of spares for all Ford and Fordson, Dagenham reconditioned engines, 8, 10 and 12 h.p. Also available from stock.

**219** 1941. Also at 1941. (10406/R)

**F**ORD Rd. Fulkestone 51222. (10406/R)

## Ford Spares and Service

**A**  
**L**LAN TAYLOR (MOTORS), Ltd.

**H**IGH ST., Wandsworth, S.W.18.

**M**AIN Ford dealers.

**L**ARGE stock of genuine Ford parts.

**V**ANDYKE 4433 (5 lines). (10514 R)

**F** RANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2235), main Ford dealers, service and all spares. (10595 R)

## Ford Spares and Service

**W**  
**E** have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Berbolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines) And 66, High St., East Ham, 3, Grangeview 1136. (C3062/R)

## FRAZER NASH

**L** E Mans Replica 1951 model fitted with new Bristol engine, 18 new condition throughout; spare axle ratios and other parts available.—F. H. Peacock, Ltd., 219-221, Balham High Rd. S.W.17. (19443)

**F**razer Nash Cars Wanted

**R**OWLAND SMITH'S, the Fraser Nash buyers.—Ham. 6041. (19537 R)

## FRAZER NASH-B.M.W.

**F**RAZER NASH-B.M.W. 16-hp caroloid 1937, low 135 4; £295 or nearest.—Box 2658. (11315)

**B**ARTLETT.—Fraser Nash-B.M.W. 1939 327-55 drop head; £650.—27A, Pembroke Villas, W.11. (C1013)

**P**ERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars". (C3041 R)

**B**M.W. type 519 55 cabriolet, various recent overhauls, very smart car in good condition. £325.—Box 2659. (11325)

**1938** Fraser Nash-B.M.W. Type 329 drop head (original order; £475 or better offer).—Tel. Hounslow 0947. (11058)

**C**ASS'S MOTOR MART.—1937 Fraser Nash-B.M.W. 16-hp saloon, recent. Lavered engine overhaul, reconditioned black and rechromed; written guarantee.—3, Warren St., W.1, Euston 5523. (C1040)

**£295** ens.—Fraser Nash-B.M.W., August 1951, 2-litre V.8 type 55, convertible sports coupe, black, beige leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Pre and Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

**£295**—Exceptional, Type 45, 1956, F.N.-B.M.W. 16 saloon, 20,000, extensively rebuilt by us, new O.S. tires and battery, reconditioned, rechromed, under engine, leather upholstery, new roof and linings, a fully good open sun.—Derrington, 159-161, London Rd., P. 2000 5641-2. (C3018)

**£297** 10 1939 specially tuned Fraser Nash-B.M.W. convertible sports drop head coupe (originally owned by well-known British distributor), recent engine overhaul, engine still running in, fitted by A.P.N. Ltd., this month, immaculate red and black paint work, excellent hood, new tyres, other posted overseas; £795 no dealers.—Capt. St. Clair Wheeler, 24, Park Hill, Brompton, 15, South 1213 evenings. (1246)

## Fraser Nash-B.M.W. Cars Wanted

**R**OWLAND SMITH'S, the Fraser Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (19537 R)

**B**ARTLETT.—We are very interested buyers of all Fraser Nash-B.M.W. models.—27A, Pembroke Villas, W.11. (W1015)

## HEALEY

**L**  
**F** WARD, Ltd.

**1948** Healey 2-seater, special body, 10,000 miles; £600.—4600, 10, Hanover Court Yard, Hanover St., London, W.1, Tel. Mayfair 0146. (C3045)

## HEALEY

**C**AR MART, Ltd.

**1951** Healey Tickford saloon, 14,000 miles; £1,435. Healey hide, immediate delivery; £1,800. Grosvenor 3434. (C1039)

**H**W MOTORS, Ltd., offer:—

**N**EW unregistered Tickford sports saloon, maroon, beige hide, immediate delivery; £1,800. Walton. (C2042)

**H**W MOTORS, Ltd., New Zealand Ave., W.11. (C1013)

**B**ARTLETT.—Healey 1950 Silverstone 2-seater, £725. Pembroke Villas, W.11. (C1013)

**H**EALEY 1950 sports roadster, 4-seater, immaculate; £675.—Valentine 2794 or Box 2854. (1305)

**B**ROOKLANDS, Healey Distributors, London and 4 Honor Counties, "still the world's fastest 4-seater saloon".

**1952** Healey Tickford saloon, maroon beige.

**1951** Healey 3-litre convertible 2-seater, radio.

**1950** Healey Silverstone sports 2-seater, red.

**1949** Healey Elliott saloon, radio, heater, blue.

**1949** Healey Silverstone, blue, many extras.

**B**UY or sell your car at

**103**, New Bond St., London, W.1, Mayfair 0351-6. (C1049)

## Healey Tickford saloon in perfect condition, black with red upholstery, 1951, 8,000 miles; £1,425.—P. H. Thompson, Cotton Hall, Nr. Bridgnorth, Salop. (1057)

## 1950 Healey Silverstone sports 2-seater, red.

## 1949 Healey Elliott saloon, radio, heater, blue.

## 1949 Healey Silverstone, blue, many extras.

## BUY or sell your car at

## 103, New Bond St., London, W.1, Mayfair 0351-6.

## 1950 Healey Tickford saloon in perfect condition, black with red upholstery, 1951, 8,000 miles; £1,425.—P. H. Thompson, Cotton Hall, Nr. Bridgnorth, Salop. (1057)

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## 1950 Healey Tickford saloon in perfect condition, black with red upholstery, 1951, 8,000 miles; £1,4

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN 10

**1949** Hillman Minx saloon, 25,000 miles, one owner; 4071.  
**MAYFAIR CARRIAGE Co., Ltd.**, The Hyde, Edgware Rd., N.W.3. Col. 8082. (C3004)  
**1946** Hillman Minx saloon, one owner, black, in excellent order throughout. £405.  
**J. VINE, FRANK & WAGSTAFF** 5-5, Crouch End Hill, N.7. Mountview 4801. (M2058)  
**1947** Hillman Minx coupe, black, brown interior, speedo reading 20,000, excellent condition.  
**TICKFORD Ltd.**, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. (C4029)

**£495**—Hillman estate car, 1947, grey, recently fitted reconditioned engine, holding seats.  
**FERRARIS OF CRICKLEWOOD Ltd.**, 209-220 Cricklewood Broadway, N.W.2. Gl. 2234. (C2008)

**1950** Phase 4-door saloon, beige, maroon leather, genuine 2,000 miles, spare unused, almost as new throughout.  
**ROBBINS**, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4451. (1361)

**HILLMAN Minx** 1947, 24,000 miles, second engine, new brakes and battery, £475, o.n.o.—Palmer Green 0994. (1352)

**1945**—Hillman 10 saloon, very good condition; 12,000 miles, 18, Balham Hill, S.W.12. Batavia 3290 3769. (1364)

**1950** Hillman Minx Phase IV, excellent condition, can be seen at Lambeth Hospital.—O. Dexter, Tel. 3804. (1397)

**L. F. DOKK** offer: 1941 (not ex-W.D.) Hillman Minx saloon; £365.—63, Broadway, Wimbledon, S.W.15. Liberty 2456. (C1077)

**1951** Hillman Minx drop head coupe (B.M.T.A. consent), black, red leather, offered at under current new price.  
**RIPCO Ltd.** (Hillmans Purchased), 16, Alkernale St., Mayfair, London, W.1. Regent 2952. (C3052)

**1948** Hillman d.h. coupe; £550.—Smith & Hunter, Ltd., 876, Kensington High St., London, W.14. Tel. Western 2451. (C4019)

**1946** Hillman Minx saloon, excellent condition, well serviced, new battery; £490.—Pollard Cleve Weekie, Winchester. (1244)

**TO**, the trade only.—Post-war Hillman 10 available from stock ready for your showroom, we also wish to buy cars, may we quote for yours?  
**FERRY BROWNE**, MOTORS, Ltd., 57, South G. Edwards Square, Kensington, London, W.8. Western 4351 (3 lines). (C1081)

**1948** Hillman D.H.C., one owner since new, very good condition; £495; exchange considered.  
 —Kingston Garage, Albany nr. Hill, Tel. 57136. (1192)

**£145**—1954 Hillman 10 Minx drop head four-door coupe, exceptionally clean condition.—Bryce Motors, 180-184, West End Lane, N.W.6. Hampstead 240. (C1024)

**1951** Hillman Minx convertible, beige with red leather, H.M.V. reg., 3,500 miles, absolute as new, B.M.T.A. permission balance of covenant to be staked; £50 under list.  
**CARKE & SIMPSON**, 75-79, Cadogan Lane, S.W.1. C. Sloane 4727. (C1048)

**1952** Hillman Minx convertible coupe, Mark V, brand new, B.M.T.A. permission, list price or exchange.  
 —Hutton Garage, Romford 2352. (1168)

**HILLMAN Minx** convertible, 3,500 miles since new, H.A.P.L. 1952, B.M.T.A. release, list price, £541, or exchange for American post-war, cash either way.—John S. Widdicombe Ave., Parkstone, Dorset. (Concord Cliffs 77164). (1144)

**29** yrs.—Hillman Minx, April 1939, four-door drop head, black, maroon leather, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4015)

**1950** Hillman Minx Mark IV saloon, suede green, leather upholstery, 12,000 miles only, in superb condition throughout, £755; exchange, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (C4035)

**£525**—will buy a perfect 1947 model Hillman Minx saloon, previously owned by one busy private motorist, grey cellulose undercoat, interior still smells new, we have just overhauled engine for first time, this car is perfect with no ifs or buts.—Northern Motors of Harrow, 196-194, Pinner Rd., Harrow 4444. (C3053)

## HILLMAN 11

**24** yrs.—Hillman 11, 1929 de luxe 4-door saloon, black, sliding head, blue leather, Norek passenger, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4015)

## Hillman Cars Wanted

**C** **THE CAR PARK Ltd.** wish to purchase Hillman cars.—130, Park Lane, W.1. Grosvenor 3434 (3071 R)

**R** **ROOTES Ltd.**

**D** **DISTRIBUTORS**

**R** **QUIRE modern low-mileage Hillman cars.**

**B** **IRMINGHAM**—Lower Temple St. (Central 3411)

**M** **ANCHESTER**—129, Deansgate (Blackfriars 6877)

**V** **ADONSTONE**—(Malden 3553)

**C** **ANTHERBURY**—(Canterbury 3252)

**R** **OSTERBURY**—(Chatham 2251)

**R** **OTHAM Heath**—(Borough Green 4)

**W** **ROOTES Ltd.** Dersingham House, Piccadilly W.1. Tel. Grosvenor 3401. (1010 R)

**P** **HOENIX MOTOR CO. (SURREY)**, Ltd., High St., Sutton, Surrey. Vigilant 1121. (W3044 R)

## Hillman Cars Wanted

**R** **ROWLAND SMITH'S** the Hillman buyers.—Hamstead High St. (Hamstead Tube) Ham 6041. (0941 R)

**C** **ASH** buyers of good Hillman Minxes, distance no object.—Haltoms, Lord St., Southport. (0792 R)

**R** **QUIRED immediately**, good Hillman 10.—O. Edwards, Amersham Lane, Harpenden, Herts. Tr. 115. (W4000)

**A** **LBONS**, of Barking, purchase for cash post-war Hillman cars.—105-7, Tonbridge Rd., Barking, Tel. Ripleyway 1285. (1035 R)

**B** **IRMINGHAM and Midlands**—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 182, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. (0088 R)

**N** **OTTINGHAMSHIRE** distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46361. (0532 R)

## Hillman Spares and Service

**N** **ORMAND, Ltd.**

**T** **HE best service only**, highly skilled mechanics with efficient supervision.

**N** **ORMAND, Ltd.**, 406-9, Kings St., W.6. Riv. 5665, 1923. (1024)

## LONDON &amp; COUNTIES MOTOR MART, Ltd.

**H** **ILLMAN repair specialist** (30 years), well-equipped, works servicing, repairing and complete overhauls, spare parts stocked.—79-91, Kines Rd., Fulham, S.W.6. Renon 1143. (C3009)

**C** **ARRIS MOTORS** for Hillman spares and service.—Leishman Bridge, S.E.13. Lee Green 8365. (0720 R)

## HOTCHKISS

**H** **AROLD RADFORD & Co., Ltd.**

**S** **OLE concessionaires.**

**1951** (1950 show model) Hotchkiss 3½-litre Anson with twin carburetors, colour grey with black leather upholstery, fitted with radio and heater, demister and Triov windscreen washers, speedometer reading 11,000 miles. (C3049)

**S** **ALES and Service.**

**H** **AROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6242 (3 lines). (C3047)

**!!**—Chipton Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**£485**—1939 (April) 3½-litre short chassis Hotchkiss Grand Sport drop head four-door coupe, car just received in grey and blue, blue leather upholstery, excellent tyres, outstanding example with speed to 60 m.p.h. (C3049)

**B** **RIAN FINGLAS**, Bugatti Sales and Service, 2, Pembroke Mews, Baywater, W.11. Baywater 2351. After 6, Tube Hill 4755. (C3009)

**1939** model Hotchkiss Paris-Nice four-door drop head coupe, this superb car has had an immense amount spent on it recently and is in excellent condition throughout.—S. Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5441. (C3045)

**!!** Hotchkiss 3½-litre Paris-Nice sports saloon, a very fine example of this magnificent Continental series, right-hand drive, late 1939 model, previously owned by wealthy professional gentleman (older car kept), very nominal total mileage, original coachwork beautifully preserved, the whole car faultlessly maintained and in exceptional mechanical order. (C3045)

**C** **AMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

## Hotchkiss Cars Wanted

**H** **OTCHKISS**, in good condition, for cash.—Tel. Valentine 2098 or 2674. (1843)

## Hotchkiss Spares and Service

**H** **OTCHKISS** spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland, spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6612 (5 lines). (83347 R)

## H.R.G.

**H** **AROLD RADFORD & Co., Ltd.**

**S** **OLE distributors** for London and Home Counties.

**N** **EW and unused H.R.G. cars** available for early delivery.

**1951** (March) H.R.G. 1500 2-seater, colour grey with red leather upholstery, fitted with leather-trimmed shock absorbers, speedometer reading 9,150 miles. (C3047)

**H** **AROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6612 (3 lines). (C3047)

**G** **UY SALMON AUTOMOBILES offer**—

**1950** H.R.G. 1100 roadster, 17,000 miles, immaculate and beautifully maintained, enthusiast's model; £695.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (C3047)

**1950** (Oct.) H.R.G. 1½-litre roadster, black, many modifications and extra, genuine under 10,000 miles, no competition use, exceptionally well maintained car in every respect, trade and part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tube Hill 4446. (C3016)

## H.R.G. Spares and Service

**C** **HARLES FOLLETT, Ltd.**, have a large stock of spares.

**S** **HOWROOMS**, 18, Berkeley St. W.1. Mayfair 3268.

**S** **PARE parts**

**S** **ERVICE**, Barnsdale Yard off Egin Ave. W.3. Tel. Cunningham 5356-7-8. (0994 R)

## HUDSON

**H** **AROLD RADFORD & Co., Ltd.**

**1949** (February) Hudson Commodore saloon, colour grey with grey cloth upholstery, fitted with radio and heater, left-hand drive, passed by Hudson Motors, speedometer reading 20,000 miles, in good condition. (C3047)

**H** **AROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6612 (3 lines). (C3047)

**1939** Hudson 16.9hp fixed head coupe, model 112, first-class condition; £375 or nearest offer.  
 —Williams Sanders Lodge, Rushden, Tel. 2642 Northants. (1034)

**Hudson Cars Wanted**

**S** **IMPSONS MOTORS (WIMBURY) Ltd.**, the Hudson buyers. Wimbury 8091 3903. (W4015 R)

**Hudson Spares and Service**

**M** **ANCHESTER**—Hudson spares and repairs.

**A** **FREEMAN Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. (0861 R)

**D** **ISMANTLING Hudsons**, 1959 17hp, 1957 22hp and 1954 17—(Motoclimax, Weymouth, Tel. Chisney 490. (0425 R)

**S** **PIKINS (TWICKENHAM) Ltd.**, the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number—83-101, Heath Rd., Twickenham. Tel. Poppygrove 1055-6-7. Telegram: Spinks, Twickenham. (0564 R)

## HUMBER

**A** **CRES offer**—

**1950** Hummer Hawk, black, radio and heater, immaculate condition, best of extras, £590.

**A** **CRES AUTOS, Ltd.**, 136, Streatham Hill, London, S.W.2. Tel. Tube Hill 1909. (C1002)

**O** **VERSEAS CARS, Ltd.**

**1949** 50 Hummer Hawk saloon, black, brown leather, one owner, £590.

**O** **VERSEAS CARS, Ltd.**, 227, Brunswick Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3051)

**C** **OACHCRAFT offer**—

**£345**—1949 model Hummer Hawk 16hp saloon, identical in appearance to post-war model, property of prominent company director and works maintained, has been fitted with works reconditioned engine, exceptional condition throughout, no expenditure of any sort necessary, fitted many expensive extras, terms to suit and exchange, monthly written guarantee, Coachcraft, Elm Rd., Epsom, Tel. 6559. (C1055)

**B** **J. HUNTER, Ltd.** offer—

**1950** Hummer Hawk saloon, maintained by makers, low mileage but the cheapest but one of the best offered at £590.

**B** **N.W.2. Tel. Gladstone 6303** (C3040)

**T** **OM GARNER, Ltd.** offer—

**1952** series Hummer Hawk Mark IV saloon, quartz blue with beige leather, heater, 8,000 miles only.

**T** **OM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 5265-6-7. (C2020)

**S** **ELBORNE (MAYFAIR), Ltd.**

**595** yrs.—1946 Hummer Pullman limousine, perfectly maintained by private chauffeur.

**82** Park St., London, W.1. Mayfair 3753-5. (7355)

**G** **UY ALFRED & Co.** offer—

**1939** Hummer Snipe 21hp sports razor-edged saloon, new engine (11,000 miles), 1950 condition throughout.—6-7, Warren St. W.1. Station 5268. (C1005)

**W** **ARWICK WRIGHT, Ltd.** offer—

**1950** Hummer Hawk 16hp saloon, green, red leather, heater, 11,000 miles.

**1951** Hummer Super Snipe saloon, black, red leather, heater, 9,000 miles.

**1952** Hummer Pullman limousine, black, cloth and leather, heater, 2,000 miles.

**W** **ARWICK WRIGHT, Ltd.**, 150, New Bond St. W.1. Mayfair 3761. (C4043)

**M** **ANN EBERTSON & Co., Ltd.** offer—

**1950** Hummer Hawk Mk IV saloon, satin bronze with red leather upholstery, mileage 4,000.

**14** Berkeley St., London, W.1. Regent 2075. (C2005)

**G** **UY SALMON AUTOMOBILES offer**—

**1950** Hummer Super Snipe saloon, immaculate condition, £775.

**1950** (July) Hummer Hawk, immaculate condition; £525.

**1951** Hummer Hawk £1125.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (C3040)

**G** **ORDON CARS (LONDON) Ltd.**, for Hummers.

**1948** Hawk 14hp saloon; £725.

**1950** Hawk 16hp saloon; £825.

**1950** Snipe 27hp saloon; £805.

**G** **ORDON House**, 375, Euston Rd., N.W.1. Rus. 6611. (C2025)

**B** **ROOKLANDS**—Individuality, new and used cars.

**1949** Hummer Super Snipe saloon, grey, radio.

**103** New Bond St. London W.1. Mayfair 3551-5. (C1029)

**A** **UTOMOBILE & AIRCRAFT SERVICES, Ltd.** offer—

**1950** Hummer Hawk saloon, satin bronze, radio, heater, 5,000 miles, £695.

**M** **ARLBOROUGH Works**, Kenyon, Tel. Wodehouse 5436 and 5435. (C1008)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- HUMBER**  
**1948** Humber Hawk saloon, speedo, 21,000 miles; £750.  
**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7, Kensington 2468. (1950)  
**1950** Humber Hawk 14hp saloon, black with brown upholstery, 11,000 miles, one owner; £875.  
**R. C. WIMBUSH, Ltd.**, 512, Earis Court Rd., London, S.W.5, Frenchie 6401. (C1056)  
**HUMBERS, 1951** Hawk and choice of Pullman limos. from £1,025.—C. G. Norman & Co., Vio. 2211. (1415)  
**1948** (Aust.) Humber Snipe saloon, black, H.M.V. radio, taxed, excellent condition; £350.  
**TICKFORD, Ltd.**, 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3538. (C4029)  
**HUMBERS, 1951** Hawk and choice of Pullman limousine from £1,025.—C. G. Norman & Co., Vio. 2211. (1415)  
**169** snips.—1957 Humber 12 saloon, clean car, 11,000 miles, 5, Balmion High Rd., Balmion 1509. (C1009)  
**1950** Humber Hawk saloon, 9,000 miles. Auto-work Ltd., Winchester. Tel. Winchester 4634. (C1010)  
**£75** down, £7 per month.—Humber 27 saloon, 1957, taxed December.—7, Radcliffe Rd., Croydon (C2041)  
**1947** Super Snipe, immaculate condition, taxed year, £450.—449, Boreassey Green, Birm. 1048. (1950)  
**1950** (November) Humber Hawk, 16hp saloon, black, maroon hide, 9,000 miles, spare unused, almost indistinguishable from new, £1,025.  
**ROBBINS, 66-94, Upper Richmond Rd., East Putney, S.W.15, Tel. 3551-2.** (C1056)  
**1949** (September) Humber Hawk saloon, one owner, immaculate throughout; £525; terms, exchanges, etc.  
**TRAYN CAR, 277, Green Lane, London, N.15, Palmers Green 2365.** (1191)  
**1951** (June) Humber Hawk Mark IV saloon, radio, heater, loose covers, spot lamp, 10,000 miles; £1,075.  
**MAYFAIR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.8, Col. 4062. (C3004)  
**1950** Pullman coachwork, black, upholstery grey cloth, immaculate condition, privately used.  
**CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1, Sloane 4727.** (C1048)  
**1947** Humber Hawk 4-door de luxe saloon, colour maroon, £545.—Colson's Car Sales, Ltd., Tel. Maida Vale 5154 and 3551-2. (C1056)  
**GEORGE HEATH, Ltd.**, offer Humber Hawk saloon, satin bronze, red hide, fitted sunshade roof, miles only 1,000, whole car completely as new.  
**GEORGE HEATH, Ltd.**, 180-184, Newhall St., Birmingham, Cen. 5157. (1157)  
**1948** Humber Hawk, summer grey, fitted H.M.V. radio, interior, hot lamp.  
**J. H. CAMPBELL MOTORS, 415, Holway Rd., N.7, North 4441.** (C1056)  
**1950** Humber Hawk saloon, black with fawn leather, most attractive condition; £795.—Stratford Ltd., 40, Beckett St., W.1, Mayfair 6261. (C4022)  
**1951** (late) Humber Super Snipe, 6,000 miles; £1,025.—Clavton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1056)  
**1950** Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £925.—Campbell Symonds, Wembley 6261. (C1057)  
**1949** Humber Super Snipe saloon, 12,000 miles, black with brown leather upholstery, fitted heater, chauffeur maintained, and in excellent condition; £920.  
**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7, Kensington 2468. (1950)  
**1950** Humber Super Snipe saloon, black, radio, taxed December, 10,000 miles, as new; £975, or offer, privately owned, good A.A. report.—Tulse Hill 4019. (1950)  
**1951** (July) Humber Imperial saloon, satin bronze finish, genuine mileage 525, new, low price £2,400, our price £1,650.—Tiverton Motor Co., Exeter, Devon 2268, 9. (1194)  
**1951** (July) Super Snipe, beautiful condition, chauffeur maintained, 15,200 miles, wonderful car, 1950.—Write Oliver, "Middlewood", Nott. 1154.  
**1951** Humber Hawk 16hp, nominal mileage fitted radio, heater, Ace rimlesshires, immaculate throughout; £975.—Rine Upstairs 1525, 101, Blenheim Park Rd., South Croydon. (1154)  
**ROSE & YOUNG, Ltd.**, offer 1957 Humber Super Snipe ideal for hire car, excellent condition, black; £275.—65-69, Strenuous Ave., Streatham Hill, S.W.2 (11 minute Streatham Hill Station), Tulse Hill 6444. (C3057)  
**1948** Humber Hawk saloon, grey with grey upholstery, fitted with radio and heater; one owner only, 16,000 miles, excellent condition, Peck & Packer (Wimington) Ltd., Duddington 209. (1154)  
**1950** Humber Super Snipe saloon, grey metallic, 17,000 miles, fitted radio, heater, loose covers, some 16,000 miles, excellent condition, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Temple Bar 3538. (C1027)  
**NEW** Humber Pullman 7-passenger limousine and Imperial 7-passenger saloon with division, each-work in both cases by Thrupp & Maberly; available for almost immediate delivery, no deposit or declaration necessary; both models unrivaled in their class, now offering outstanding value at the new price of £2,171, 10 including purchase tax, illustrated brochure and full details on request; may we quote for your present car in our exchange?  
**ARTHUR MULLINER Ltd.**, Brides St., Northampton. Tel. 907. (C3019)
- HUMBER**  
**NEW** Humber Super Snipe saloons at the new price of £1,292.12.3 including purchase tax, no declaration forms or covenants required, available for nearly immediate delivery.—Full details and illustrated catalogue on request from Brew Brothers Ltd., 133, Old Brompton Rd., S.W.7, Kensington 2468. (19105A)  
**HUMBER Super Snipe, September, 1950, 29,000 miles.** very carefully maintained and in excellent condition, grey metallic paintwork and plating by well-known coachbuilders, seat covers and carpets of superior quality, fitted with heater, windscreen washer and other accessories, available in London immediately; £500 or offer.—Box 2662. (11575)  
**A & S Limousine, 1946/47, 48, partition, forward** occasional, wonderful condition throughout, genuine low mileage, private, reasonable cost.  
**HEARSE Latest Bearer-Deck A & S, streamline** coachwork, lavishly equipped—ready service (unregistered). (11575)  
**1949** Pullman Limousine, partition, forward occasional, genuine low mileage, private, reasonable condition, bargain price.  
**Alfred Saunders, 2, Providence Court, North Audley Street, Mayfair-2941.** (C1056)  
**Number Cars Wanted**  
**C** THE CAR MANT, Ltd., wish to purchase Humber cars.—520, Euston Rd., N.W.1, Euston 1212, 1972, R.  
**R** ROOTES, Ltd.,  
**D** ISTRIBUTORS.  
**R** REQUIRE modern low-mileage Humber cars.  
**BIRMINGHAM**—Lower Temple St. (Central 6411).  
**MANCHESTER**—129, Deansgate, (Blackfriars 6677).  
**MAIDSTONE**—(Maidstone 5353).  
**CANTERBURY**—(Canterbury 3252).  
**ROCHESTER**—(Chatham 2251).  
**WROTHAM Heath**—(Borough Green 4).  
**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1, Tel. Grosvenor 5401. (10942, R)  
**ROWLAND SMITH'S**  
**ROWLAND SMITH'S**, the Humber buyers.—Hamstead High St. (Hamstead Tuiet), Ham. 9041.  
**HUMBER**, in good condition, for cash.—Tel. Valentine 2096 or 4074. (18454)  
**PHENIX MOTOR CO. (SURREY), Ltd.**, High St., Sutton, Surrey, Violent 1121. (W3044, R)  
**BIRMINGHAM** and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. (1006, R)  
**CRIPPS, of Nottingham, urgently require all types of** Humber cars, recent models; send full particulars. A. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46381. (10553, R)  
**Number Dealers and Service**  
**N**ORTH and Central London  
**CATERMOLES (GARAGES), Ltd.**, for Humber spares, sales and service.—75-89, Pentonville Rd., N.1, Tottenham 1001-7.  
**DE NORMANVILLE** gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. (10780, R)  
**THE Humber Specialists for all spares.—Ring Upstairs** 5637. See advt. under Parts & Accessories. (10338, R)
- INVICTA**  
**B. J. HUNTER, Ltd.**, offer:—  
**1948** Invicta Black Prince 24hp drop head four-seater, some coupe, fitted numerous extras, cost £3,000, unreplaceable bargain; £975.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6305. (C2040)  
**JAGUAR**  
**H**ENLYS, Ltd.,  
**ENGLAND'S Largest Jaguar Distributors.**  
**SELECTION of all models at attractive prices.**  
**DEVONSHIRE House, Piccadilly, W.1.** (Grosvenor 2297, R)  
**HENLY House, 365 Euston Rd., N.W.1.** (Euston 4444, R)  
**DEPOTS at:—**  
**MANCHESTER** (Blackfriars 7845).  
**B**RISTOL (Bristol 21326).  
**BOURNEMOUTH** (Bournemouth 6514).  
**NORTHAMPTON** (Northampton 507).  
**CAMBERLEY** (Camberley 77).  
**H**OUNSLOW (Hounslow 3454).  
**F**INCHLEY (Finchley 6081).  
**G**REAT West Rd. (Ealing 5477). Official Jaguar Service Station.  
**CAMDEN TOWN SERVICE STATION** (Gallivier 4141).  
**H**ENLYS, Ltd., England's Leading Motor Agents, 1007, R.  
**1951** (Feb.) Jaguar XK120, 16,000 miles.—Ernest Sutton, Tel. Royle 4. (C3023)
- JAGUAR**  
**DICKS.**  
**1939** Jaguar 1½-litre saloon, very good condition throughout; £425.  
**1939** Jaguar 1½-litre coupe, very attractive car; £395.  
**DICKS CAR SALES, Ltd.**, 585-601, High Rd., Kilburn, Maida Vale 688-9. (C1072)  
**A**CHES offer:—  
**1947** 3½-litre Jaguar saloon, finished in silver grey, brown leather upholstery, heater, radio, speedometer recording 14,000 miles, undoubtedly genuine, in truly magnificent condition throughout; first £595 secure.  
**A**CHES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2, Tel. Tulse Hill 1909. (C1002)  
**NOEL BOSCOE offers:—**  
**XK120** Jaguar (Sept., 1950), owned since new by a world-famous racing driver, maintained regardless of cost, very small mileage, this car has not been raced or entered in any form of competition; colour, suede green, immaculate, radio, taxed, Buxton, Tel. 152. (C3062)  
**SIMPSON'S (EDGWARE),**  
**JAGUAR 3½-litre saloon, 1939, very good runner; £525.**  
**SIMPSON'S MOTOR SALES (LONDON), Ltd.**, North Rd., Edgware, Tel. 5966 and 7070. (C3014)  
**TOM GARNER, Ltd.**, offer:  
**1951** Jaguar 5½-litre Mark V saloon, black with brown leather, 13,000 miles only.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2, Blackfriars 9265-6. (C2026)  
**GUY SALMON AUTOMOBILES offer:—**  
**1951** Jaguar Mark V drop head coupe, 10,000 miles, £1,495.—Portsmouth Rd., Thames Ditton, Esherbury 5512-5. (C4001)  
**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**  
**1949** Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, taxed, excellent condition throughout; £1,195.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Hovatt 1631. (C3009)  
**GORDON CARS (LONDON), Ltd.**, for Jaguars.  
**1950** Mk. V 2½-litre saloon; £1,375.  
**1947** 2½-litre saloon; £695.  
**1947** 3½-litre saloon; £725.  
**1947** model 1½-litre saloon, outstanding; £665.  
**GORDON House, 573, Euston Rd., N.W.1, Eus. 6611.** (C2023)  
**1950** Jaguar Mark V saloon, grey, 17,000 miles, fitted radio, one owner; £1,250.  
**XK120** Jaguar (December, 1950) sports 2-seater, silver, silver wire blue upholstery, recently checked by makers; £1,550.  
**R. C. WIMBUSH, Ltd.**, 512, Earis Court Rd., London, S.W.5, Frenchie 6401.  
**JAGUAR 1950 2½-litre saloon, fast, reliable car, must** sell; £225.—P.O. 3004 (day), Riv. 434 (evenings), 11369.  
**1950** Jaguar 3½-litre Mark V saloon, exceptionally low mileage, one owner, extras; £1,395.  
**R. C. WIMBUSH, Ltd.**, 512, Earis Court Rd., London, Mayfair, London, W.1, Rosent 2825. (C3052)  
**AUGUST, 1949** Jaguar 3½-litre Mark V saloon, metal; £375.—Pollards Garages, Chelmsford 5436. (10718)  
**£385** cellulose, and mechanically, choice 4, many others.  
**BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7, 150 Yale, Holland Park Tube, Exchanges; h.n.** (C1017)  
**1939** Jaguar 1½-litre, exceptionally good high grade spec. saln.; £495.—Carr Bros., 30, St. John's Square, W.1, Ger. 6078-9. (11192)  
**JAGUAR 1946 1½-litre saloon, low mileage, one owner.** taxed; £560.—Arosset, Dagmar Rd., Southall 5966 and 5478. (11357)  
**B**EARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102 London Rd., Kingston, Tel. Kin. 5348. (10381, R)  
**£395** 1939-1939 Jaguar 1½-litre drop head coupe, good, clean condition, nice car at bargain price.—Belton.  
**£333** 1939-1939 Jaguar 12hp sports saloon, immaculate and spotless condition for its age.—Belton.  
**£444** 1939-1939 Jaguar 2½-litre saloon de luxe in truly magnificent condition, fully completed engine, clutch, brake, steering overhaul and bodywork repaired and repolished, costing £200; this vehicle literally looks and runs like 1950 model.  
**£595** 1939-1939 Jaguar 3½-litre de luxe wants seeing; choice 20 vehicles; 3 months' assurance.  
**L. N. Purchase Exchanges.**  
**40, Kings Finsbury Showrooms, 421, High Rd., Finchley, H. 6112 Fin. 6221.** (C2052)  
**R. P. POWELL MOTORS, Ltd.**, for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate, E.7, Maryland 4818-9. (10700, R)  
**1939** Jaguar 1½-litre, black, 26,000, excellent condition; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)  
**1936** S.S.1 10hp, good condition throughout; £160, o.n.o.—Huband, The Lease, Crick, Lide, Wilts. (11513)  
**BARTLETT—XK120, 6,000 recorded** (December, 1950), superb condition; £1,650.—27A Penridge Villas, W.11. (C1013)  
**1948** Jaguar 3½-litre black saloon, mileage 25,500. Apply 10, Morton Terrace, Gainsborough, Lincs. (11402)

**952** Javelin de luxe saloon, maroon lawn upholstery, immaculate, 8,000 miles; £1,000; and prompt delivery new Javelin, list £1,255 1/8. Jowett Sales, 140, Golders Green Rd. N.W.11, Speedwell 0312 (CARR)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JOWETT

**1950** Jowett Javelin full de luxe saloon, only 15,000 miles, black with perfect brown leather, heater, new tyres, a joy to ride. £785-15. Sidenham Hill. Rvt. 5749 evenings. All day week-end. 1271

**ROSE & YOUNG, Ltd.** offer 1950 (Oct.) Javelin saloon, low mileage, leather upholstery, immaculate condition inside and out, black. £750-65-0d. Strennold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tube Hill 6464. (C5067)

FOR the convenience of Jowett Javelin, Jupiter, and Bradford owners, full spares, service, repairs and guarantee claims facilities now available. Full range of new models and guaranteed used models on view at Jowett Service, 140-142, Golders Green Rd., London, N.W.11. Speedwell 0011 (10 lines). 10638 R

**£89.9** Full de luxe Jowett Javelin saloon, 1951, 2-door, latest type model with separate side sashes, wainut, facia to dashboard, reversing lamp, wide fared red leather upholstery with centre arm rests front and rear, appearance as new, in metallic grey, built-in heater, absurdly small mileage. **CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2001; open till 5 p.m.; write for catalogue. (C1055)

**1952** Jowett Javelin de luxe, metallic grey with red leather interior, H.M.V. radio, heater, Ventipanes, as new in all respects, guaranteed, we also welcome enquiries for early delivery on new Javelins—Wimshus & Co., Ltd. Jowett Main Agents, 1001, open till 5 p.m.; write for catalogue. 10638 R

## Jowett Cars Wanted

**CAR MART Ltd.** wish to purchase Jowett cars—350, Euston Rd., N.W.1, Euston 1212. 10674 R

**ROWLAND SMITH'S**, The Jowett buyers—Hamstead A. High St. (Hamstead Tube), Ham. 6041. 10664 R

**DENHAM SERVICE STATION, Ltd.** wish to buy immediately the following Javelins:—**1950**—51 Javelin de luxe saloons.

**1949**—50 Javelin standard saloons.

WE are always interested to receive details from Javelin owners wishing to dispose of low-mileage cars. **DENHAM SERVICE STATION, Ltd.** Denham, Bucks. Tel. Denham 2266. (W1073 R)

LOW-Mileage Javelin or similar required now—54, Streatham Hill, S.W.2. Tube Hill 4465. 10647 R

## Jowett Spares and Service

**MILESTONES (SERVICE GARAGE), Ltd.** main agents, Jowett Javelin, Bradford vans and trucks. Immediate despatch dealer or private—Tel. Erith 2469, 629, 508, Erith Rd., Bevisheath. (0571 R)

**COLLIVER-FISHER, Ltd.** excel in supporting their Main Agents, unsurpassed service, spare and replacement units. **C NORTHWOOD, Middx.** Tel. 777 (4 lines). (0009 R)

**BUNTING'S MOTOR EXCHANGE** offer unrivalled service of spare and repairs for Jowett Javelin and Bradford—Bounersfield Lane, Harrow. Tel. 6225-5. (0073 R)

**KINGSTON-ON-THAMES Main Agents** for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities, trade requirements catered for. **W. WILKINSON, Ltd.** Weston Park and 84, Eden St., Kingston-on-Thames, Kin. 22412. 10679 R

**A V MOTORS, Ltd.** Park Rd., Teddington, Middlesex, Tel. Kingston 0710—The Jowett specialists and area agents, over 25 years' Jowett experience, spare and service. 10759 R

**TRINITY CARS, Ltd.** Jowett Javelin, Jupiter and Bradford main agents, specialists in repairs by factory-trained mechanics, full range of spares and replacement units—64, North Side, Wandsworth Common S.W.18. Vandyke 1146. 10404 R

**JOWETT Javelin, Jupiter and Bradford:** for the convenience of the trade, full spares service, repairs and guarantee claims facilities now available at 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). 10025 R

## LAGONDA

**KENNINGS, Ltd.**  
**LAGONDA 2½-litre saloon**, black with brown leather upholstery, fitted with radio, heater, demister and windscreen wiper, exceptionally clean. **PRICE** £1,395.

**INCORPORATING Comprehensive Guarantee:** deferred terms and part exchange; showrooms open from 9 a.m. to 7 p.m. daily, including Saturday.  
**KENNINGS, Ltd.**, Leamhall Rd., Shefford, 1. Tel. No. 26451. 11118 R

**GUY SALMON AUTOMOBILES**  
**LAGONDA and Aston Martin agents.**

**1952** demonstration model coupe available—Purthmouth Rd., Thames Ditton, Emmer- 5551-2-5. (C400) R

**HAROLD RADFORD & Co., Ltd.**  
**OFFICIALLY appointed Lagonda retailers.**

**SALERS** and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). (C3047 R)

**GUY SALMON AUTOMOBILES offer:**

**1952** (Sept.) new Lagonda 2.6 coupe, 500 miles, £2,300.

**1952** Lagonda 2.6, 5,500 miles, heater and radio.

**1952** £2,750—Purthmouth Rd., Thames Ditton. Emmer- 5551-2-5. (C3047)

## LAGONDA

**BROOKLANDS, Lagonda distributors; latest models.**

**1952** Lagonda 2½-litre coupe, mileage 6,000, grey.

**BUY or sell your car at**

**3, New Bond St., London, W.1.** Mayfair K51-6. (C1069)

**DAVIES MOTORS, Ltd.** (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) 2½-litre Continental saloon, good condition throughout, central, check-over, chassis and engine, now in process.

**1932** 1.6, 50 4-seater drop head coupe, fine condition throughout, taxed for the year.

**1938** V12 drop head coupe, recorded total mileage 35,000 of which 8,000 only covered by existing Sanction II engine, radio and wheel discs, taxed for the year.

**1938** V12 4.5-seater sedans coupe by James Young, recorded total mileage only 44,000; regularly and comprehensively serviced by manufacturer; radio and wheel discs, specialized coachwork of fruit outstanding appearance.

**1938** V12 models now in course of preparation.

**DAVIES MOTORS, Ltd.**, 237, London Rd., Staines, Tel. Staines 4211-2-5-4-5 or (private) Popesmore 5364. (C1069)

**PERFORMANCE CARS**, good selection always available, written guarantee—See under "Sports Cars" (C3041 R)

**1950** Lagonda 2½-litre saloon, radio etc., 15,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 7500. (C1072)

**LAGONDA 4½-litre sports saloon** 1950, upholstered in grey leather, luxurious engine, steering, brakes, chassis, aluminium body, rechromed, new King's, new tyres, taxed, good condition: 1185—The Great Hall, Sudbury, Essex, Burnley, Lancs. 1512

**1950** Lagonda 2½-litre drop head four-seater coupe, 15,000 miles, engine, almost new, 15,000 miles, 1185—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. 11567

**2-LITRE 4-seater** 1951, blower, crankshaft, rechromed, aluminium body, rechromed, new King's, new tyres, taxed, good condition: 1185—The Great Hall, Sudbury, Essex, Burnley, Lancs. 1512

**YOUR choice**—a slightly used Lagonda drop head four-seater coupe, black with furniture, light upholstery or a saloon finished in income with red upholstery, with 1952 cars and complete to the latest specification; they are unused and have run a very small mileage.

**YOUR enquiry** solicited.

**J. BLAKE & Co., Ltd.**

**LAGONDA Distributors**, 110, Bold St., Liverpool.

**GRAMS, Autocar, Liverpool.** Tel. Royal 6622. 15111

**THE HALFWAY GARAGE, Bath Rd., Padworth, Berks.** 1949 (June), the last V12 Lagonda made, one owner and as new with recorded mileage of less than 15,000 miles, short chassis with streamlined 4-door saloon, coachwork finished in green cellulose with leather upholstery, £1,750.

**THE HALFWAY GARAGE, Bath Rd., Padworth, Berks.** 1949 (June), the last V12 Lagonda made, one owner and as new with recorded mileage of less than 15,000 miles, short chassis with streamlined 4-door saloon, coachwork finished in green cellulose with leather upholstery, £1,750.

**995** gns.—Lagonda V12 (July 1950) Mulliner special, 2-door, 4-seater, 7-seater, 8-seater, 10-seater, 12-seater, black with chrome waistline, front compartment upholstered in leather, rear seats tufted tapestry, solid and valiant chassis and passenger safety glass partition, concealed face-forward occasional seats, luxurious equipment, full passenger controlled air conditioning and remote speaker, radio, star cabinet, built-in cocktail cabinet and numerous other extras, spacious rear luggage boot with fitted box, 1500 cc. long-range headlamps, twin headlights, trumpet horns, integral hydraulic braking system. All discs, electrical system including 2 new spares, small mileage, very carefully used, completely unmarked and in superlative condition, originally cost over £2,000, terms, exclusive, Smith, Hamstead (Hamstead Tube), Hampshire 6041. (C4018)

**ROWLAND SMITH'S**, the Lagonda buyers—Hamstead A. High St. (Hamstead Tube), Ham. 6041. 10664 R

**LAGONDA V12 sports saloon** valued; state details and possible price, genuine enquiry—Good—R. 105, Peckham Rd., Edgubaton, Birmingham. 11265

## Lagonda Spares and Service

**DAVIES MOTORS, Ltd.** (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no estimate in advance—open 9 a.m. to 6 p.m. daily, including Sunday. (London Rd., Staines, Tel. Staines 4211-2-5-4-5. We are open on Saturday mornings. 18100

**JACK ROSE, Ltd.** offer:—**1951** 7,000 miles only, 11hp Lanchester saloon, almost as brand new; accept £975—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallingford 6077-8. Open 9-5. (C5056)

**STRATSTONE, Ltd.** Lanchester distributors.  
**LANCHESTER 10hp saloon** (1948) black with fawn interior, radio and loose covers, in excellent condition throughout. £695.

**LANCHESTER 11hp saloon de luxe** (1950) grey with red leather, in good order throughout. £1,475.

**LANCHESTER 11hp fixed head coupe** (1950) black and green with green leather, owned by Lanchester Co. executive, beautifully kept. £255.

**STRATSTONE, 30, Berkeley St., W.1** (Mayfair 44041; S. Service 7, Hebrard St., Russell Square, W.C.1. (Temple Bar 7644). (C4022)

**1950** Lanchester 11 1950 de luxe 4-door sports saloon, black, sliding head, brown leather, one owner, very good condition, 15,000 miles, 11hp, open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube), Hampshire 6041. (C4018)

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## LANCHESTER

**225** gns.—1936 Lanchester 14 saloon, very clean car, 1936—Automips, 5, Balham High Rd., Balham 1C109

**1951** Lanchester 11hp saloon de luxe—Green & Zonis, Ltd., 246, 252, Deansgate, Manchester. 3. Tel. Deansgate 1525-6. (C2063)

**1948** Lanchester 19 saloon, blue, one owner, superb throughout. £675—Campbell, 100, Arnold 2246. (C1057)

**LANCHESTER CARS WANTED**  
**ROWLAND SMITH'S**, the Lanchester buyers—Hamstead A. High St. (Hamstead Tube), Ham. 6041. 10664 R

**LANCHESTER Spares and Service**  
**ARCOT ENGINEERING, Ltd.**—Preserver gear boxes, exchange and repairs—169, Fulham Rd., S.W.5. Kensington 7501. (C037 R)

**LANCHESTER and Daimler spares**, large stock of spares, gaskets, etc. for most models—Allens, 9, Fortia Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. 10642 R

## LANCIA

**CATHEHOUSE MOTORS offer:**  
**1937** Lancia Aprilia, olive-green, new tyres, immaculate condition. £550—Cathehouse, Ltd., Highgate Village, London, N.6. (Mo) 4444. (C2061)

**JOHN S. TRUSCOTT, Ltd.** for Lancia.  
**GOOD** examples are becoming increasingly scarce. **WE** usually have the best available. **FULL** details of current stock on request.

**EXCHANGES**, deferred terms.  
**173** Westbourne Grove, W.11. Box 4274. (C4055)

**1936** Lancia Augusta saloon, fitted recon. engine, new tyres, 15,000 miles, the saloon, £1,575. Hotchkiss Garage, Bermondsey, Surrey. 11544

**LANCIA Aprilia 1936** series cabriolet, most superior Lancia condition, after extensive overhaul. £450—Staley, 11A, Sherbourne Rd., Acton Green, Brentford, Middx. 11725

**APRILIA**—A quite exceptional example, embellished A. owned, incorporates nearly all up-to-date modifications including series 2 front suspension, 1939 wheels, telescopic, 50mm pump-type Zenith, etc., reupholstered in moosehide, red leather and velours, 5 new tyres, fitted all its life, very reasonable mileage, many extras, nearest to £575—Clarke, Dean Hayes, Sval, Cheshire, Bar, Central 5495, Renslow, Wilmot 2078. 11249

**1939** (Jan.) Aprilia millarfas saloon recently re-upholstered in sumatra, and completely overhauled in red vinyl with best quality carpets to match, new roof lining and new door panels to match, fitted with works engine in 1948, since covered 22,000 miles, fitted new chrome assidam, all rechromed, fitted Andre telescopic, fitted 4-wheel independent suspension which gives roadholding far superior to any other car in this class, the performance is colossal, will cruise at over 70 and has a genuine maximum of over 100 mph and will average over 50mpg; a really superb car. £525; terms, free delivery.

**MAIDSTONE ENGINEERING Co.** Cross St., Pondington, Bedford. 6. (Mo) 4444. (C4000)

## Lancia Cars Wanted

**LANCIA Aprilia** wanted—E. P. Breen, High Rd., N.10. Tel. Hildes 2595. (1045 R)

**ROWLAND SMITH'S**, the Lancia buyers—Hamstead A. High St. (Hamstead Tube), Ham. 6041. 10664 R

**LANCIA Aprilia** wanted—L. E. Theobald, 21, Hill Rise, Potters Bar, Middlesex, Tel. Potters Bar 2053. 11156

**KEVILL DAVIES & MARCH, Ltd.** will buy second-hand Lancia Aprilia—41-42, Hays Mews Berkeley Sq., W.1. Glos. 2565. (1056 R)

**JOHN S. TRUSCOTT, Ltd.** are consistently good buyers of really well-used Lancia—173, Westbourne Grove, W.11. Bayswater 4274. (W4055)

## Lancia Spares and Service

**LANCIA (ENGLAND), Ltd.**—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc. carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available, supplied at short notice. For information regarding technical service, general service, repairs, etc. apply Lancia Works, Alport, Wemley (Pervase 5655). (1050 R)

## LEA-FRANCIS

**DICKS**  
**1948** Lea-Francis Utility, maker's body, immaculate condition.  
**DICKS CAR SALES, Ltd.**, 365-401, High Rd., Kilburn, N.4. Mainly Vale 688-9. (C1072)

**JACK ROSE, Ltd.** offer:—**1948-9** Lea-Francis 2.4-seater 14hp sports, in green with leather interior, a legal car, almost unmarked; accept £695; open 9-8—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallingford 6077-8. (C5056)

**BROOKLAND**—Individually, new and used cars.  
**1948** Lea-Francis 14hp sports 2-seater, green.

**103** New Bond St., London, W.1. Mayfair 7511. (C1069)

**JOHN BRIDGE & Co.** Distributors Lea-Francis saloon offer:—Lea-Francis 14hp saloon, black, brown leather, chrome embellishments, 17,000 miles, only one owner, unmarked and as new; £925; exchanges; Harrods Garage, Blackpool 8.5. Tel. 41157. (1166)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LEA-FRANCIS

1950 Lea-Francis 20-litre sal., black/red, 9,000 miles, ex. cond. TUCKFORD, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 333, 334. (C1003)

1950 Lea-Francis estate car, 24,000 miles, one owner; £1,000.—Bob 2756. (1080)

1949 Lea-Francis utility 14hp, 20,000 miles; £650.—Tel. Hop, 3167, ex. 110. (1328)

1949 Lea-Francis 14hp saloon, black with maroon leather, heater, guaranteed mileage 20,000, indistinguishable from new; £550.—Herbert Robinson, Ltd., Tel. 4401. (C1095)

1950 (May) Lea-Francis 14hp saloon, black, green, 15,000 miles, heater and radio in re-quire, this vehicle is perfect, any test, £1,050; write or phone—D. E. Stifford, Westfield Mill, North-royd, Nr. Halifax, Tel. Calder Valley 2167. (1102)

CHARLES POLLETT, Ltd., Sole Distributors Lea-Francis London & Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a three months' written guarantee. Tel. 6206-6, 6206-7. (1085 H)

1949 Lea-Francis 14hp 6-light streamlined saloon, black, beige hide, one owner, 14,000 miles only (genuine), heater and demister, chauffeur maintained, very attractive and up-to-date model styling; £1,150. (1150)

1950 Lea-Francis 20-litre 6-light streamlined saloon, gunmetal, maroon leather, one owner, 15,000 miles, wind-up windows and coupe type of hood, capable of 100 miles an hour, carefully driven and maintained. (1095 H)

1950 Lea-Francis (1951 body style) 14hp 4-door saloon, maroon with maroon leather, one owner, radio, heater, demister, mileage 21,000, this car has been chauffeur maintained and driven, loose covers fitted the time 1950. (1095 H)

1951 Lea-Francis 14hp 4-door saloon, most attractive live shade dark green, green leather, one owner, heater and demister, 15,000 miles only, as new throughout, £1,125. (1095 H)

1951 Lea-Francis 14hp estate car, natural wood, maroon bonnet, wings, etc., one owner, radio, heater and demister, 15,000 miles, most attractive and practical, genuine having saloon car comfort; £1,095. (1095 H)

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsbale Yard, off Elgin Ave., W.3. Cunningham 5856. (C1020)

## Lea-Francis Cars Wanted

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners. (1095 H)

SHOWROOMS, 10, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores: (1095 H)

BARNSDALE Yard, off Elgin Avenue, W.3. Tel. Cunningham 5856. (1095 H)

## Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd. (1095 H)

SPARES and service all models from the manufacturers—Head Office and Works: Much Park St., Coventry, Tel. 6206-6, 6206-7. (1095 H)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners. (1095 H)

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BARNSDALE Yard, off Elgin Avenue, W.3. Tel. Cunningham 5856. (1095 H)

## LINCOLN-ZEPHYR

2265 1951—1959 Lincoln Zephyr 6-seater saloon, £265 quite a handsome car with a most impressive performance, chromed radiator grille, central instruments and remote control gear change, ideal for private hire, featured in writing. (C1035)

295 1951—1959 Lincoln Zephyr 1937 37hp V12 4-door 6-seater saloon, stainless steel, natural timber body, class all round, removable rear seats, rear entrance, carefully used, excellent condition; terms, exchangers, sat. open 9-7 weeks and Saturday, —Ronsard Smith, Hampstead (Hampstead Tube), Hampstead 6341. (C1035)

## LLOYD

2333 1951—1950 Lloyd sports 4-seater, excellent and immaculate condition; choice of 70 vehicles; 3 months guarantee, hire purchase, —Victoria 4715. (C1003)

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 627. (C1003)

## Lloyd Cars Wanted

L 209H or 4074. (13456)

## MERCEDES-BENZ

MERCEDES-BENZ OF GREAT BRITAIN, Ltd., offer:—

TUPE 170 V 14hp Mercedes-Benz 4-door saloon, light-buff steering, metallic green with beige cloth, this car has been completely and thoroughly overhauled and is in immaculate condition throughout.—Victoria 4715. (1065)

MERCEDES-BENZ 500K four-seater drop head, exceptionally attractive, exchangers, terms, cash adjustment either way. (1065)

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 1027. (C1024)

## Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 11, Grosvenor St., W.1. Victoria 8715-6. Night Service: Victoria 3134. (1165)

## MERCURY

SIMPSON'S MOTORS (WEMBLEY), Ltd.—For full list see advertisement under "American Cars". (C1035)

## P.C.

M.G. T.C. 2-seater roadsters, choice of 6, 1946 to 1949, £275 to £395. (C1003)

M.G. T.A. 10hp 2-seaters, choice of 5, 1938; £295 to £365. (C1003)

M.G. 15-litre drop head four-seater, choice of 2, 1938; £165 and £275. (C1003)

M.G. V.A. 15-litre (outer, 1938, £345; M.O. P.B. 4-seater, 1936, £275. (C1003)

M.G. J.2 8hp 2-seaters, choice of 5, 1935; £155 to £185. (C1003)

M.G. O.1 8hp 4-seater, 1932, £145; M.O. N.A. 12hp 2-seater, 1936, £255. (C1003)

M.G. 12hp K.D. Magnetite saloon, 1934, £195; M.G. 12hp supercar, 1932, £125. (C1003)

M.G. P.A. supercharged saloon, 1935, £255; M.G. 10hp M type 2-seaters, choice of 4, 1950, £365. (C1003)

PERFORMANCE CARS, Windmill Garage, Great West Road, Brentford, Middlesex. Examine 6841 (4 lines), West End Show Hall, 107, New Cavendish St., W.1. Museum 6231. (C1003)

## DICKS

M.O. T.C. 2-seater, over £80 worth of extras, very attractive; £625. (C1072)

DICKS CAR SALES, Ltd. 563-601, High Rd., Kilburn, Maida Vale 6988-9. (C1072)

## STAR MART, Ltd.

1949 M.O. M.G. T.C. radio, 8,000 miles; £395.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1112. (C1039)

## RAYMOND WAY.

RAYMOND WAY, of Kilburn. (1095 H)

RAYMOND WAY, the hire purchase specialists. (1095 H)

1939 M.G. V.A. 15-litre sports saloon, immaculate, clear, original black cellulose, beige hide upholstery, the late purchase, fitted radio and heater, mechanically faultless, really must be seen and tried, tested December, 1951. (1095 H)

11 no formalities or guarantees, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. (1095 H)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6944, connecting all business car departments (Kilburn Park Station, Bakerloo line, 150 yards). (1095 H)

## NEWNHAMS, Ltd.

1951 (Dec.) M.G. TD sports 2-seater, black with red, 2,400 miles only; B.M.T.A. consent; £585. (C1034)

NEWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4016. (C1034)

## RIPCO, Ltd., offer:—

1950 M.G. TD 2-seater, ivory, red leather, spare unused, one owner; £550. (C1034)

1949 M.G. TC 2-seater, blue, low mileage, one owner, choice of two; £495. (C1034)

1947 M.G. TC 2-seater, green, very low mileage, one owner, choice of two; £495. (C1034)

The above and many other small mileage cars are in the shop for inspection at Ripco, Ltd., 16, Abchurch Lane, W.1. Regent 2352-3-4. (C1034)

## TOM GARNER, Ltd., offer:—

1951 series M.G. 15-litre saloon, duo green with beige leather, 8,000 miles only; B.M.T.A. consent. (C1020)

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfrans 955-6-7. (C1020)

## WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 15-litre saloon, black red leather, 7,000 miles. (C1045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

## CHARLES RICKARDS, Ltd., offer:—

1949 (March) M.G. TC 2-seater, finished red with red leather, very carefully maintained, 15,000 miles, taxed, choice of 2; £375. (C1034)

A L&C a good selection of genuine low-mileage cars, offered with our 3 months' guarantee. (C1034)

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 2 mins. from Marble Arch) Tel. 1820. (C1034)

## PARADE MOTORS (MITCHAM), offer:—

1939 TB M.G. 2-seater, B.R. green, new tyres, taxed, £365. (C1034)

1939 T.A. 10-litre drop head coupe, blue, new engine, immaculate condition, £395. (C1034)

PARADE MOTORS (MITCHAM), Ltd., 66-67, Park St., Mitcham, Tel. Mtr. 5392. (C1034)

1949 M.G. T.C. 2-seater, cream with red leather, fitted many extras, 19,000 miles only; £375. (C1034)

H. A. Saunders, Ltd. Austin House, Castle St., Worcester, Tel. 256. (C1003)

J.2, excellent condition, insured May; £175.—Rine, evenings, Chancery 6720. (1354)

B. EARTS, of Kingston, O. specialists, sales, repairs, —102, London Rd., Kingston, Tel. Kin. 2514. (C1003)

1937 M.G. T.A. sports, original cream cracker, very excellent; £335, 3 months' guarantee; terms and exchangers. (C1003)

JACK WILLIAMS MOTORS, Ltd., 169 Priory Rd., Horner, Mountview 5228 and 5774. (C1045)

1949 M.G. 15-litre saloon, excellent condition, low mileage, £475.—Box 2864. (1403)

1938 M.G. T.A. 2-seater sports, red in excellent condition; £350.—Colfins, Ashton, Fove 5122. (1095 H)

H.2, maroon, comprehensive overhaul, radio, photo engine and 37 mps. 70 mph, taxed, insured; nearest £185.—Box 2867. (1131)

M.O. J.2 Midlet 1951, good body and tyres, velour, motor, £230.—43, Greenborough Gdns., Hford, Essex. Tel. 1532. (1352)

## M.G.

1950 M.G. T.D. 20,000 miles, green, taxed; first offer over £700 secures.—Carline, Westwood Ave., Hornsey, Yorks. (1251)

1950 (Feb.) T.D., red, red, beautiful condition, mileage 21,000, one owner, taxed to end of year; first offer of £700 secures. Tel. 333, 334. (C1096)

CONNAUGHT ENGINEERING, Portsmouth Rd., Supt. Surrey, Ripley, Ripley 3122. (C1096)

1934 M.G. Magna 12hp touring, reconditioned engine, revised new battery, good tyres, £305. Tel. Spruce Park 6313. (1103)

1949 11-litre M.G. saloon, black with red leather, radio, taxed, £795.—Working Motors (Maybury Hill), Ltd., Woking 1528. (C1097)

THE finest specimen 1939 2.6-litre M.G. in England today can be seen at Northern Motors of Havant 185-194, Pinner Rd., Havant 4444. (C1095)

1952 (Feb.) TD, 6,000 miles, as new, carefully used, B.M.T.A. consent, list price, £700, well, 465, Tamworth Rd., Long Eaton, Tel. 11. (1259)

CASSIS MOTOR MART—1959 (June) M.G. 15-litre saloon, black, superb order, written guarantee.—5, Warren St., Euston 5521. (C1049)

M.G. 1956 exceptional condition, cycle-type wings, good tyre, recent recovers, low oil consumption, 6000 p.a., Tachometer, £335.—Weybridge 2621. (1249)

1948 M.G. T.C. (used to stage 2 beautiful condition with exceptional performance, 10,000 miles, £625.—Chard's of Pimlico, Pimlico 1128. (1249)

1950 M.G. T.D. 2-seater, black, spare unused, exceptional condition throughout; £625; trade enquiries.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0521-2. (C1049)

1949 M.G. 15-litre saloon, immaculate condition and a first-class example of this most excellent car.—Dunham & Haines, 46, Castle St., E.1. (C1079)

1951 (July) M.G. 15-litre saloon for sale subject to completion B.M.T.A. consent, new condition throughout.—Avery King & Son's of Epsom, Epsom, Dorset. (1259)

ARCHIE SIMONS & Co., Ltd., 1947 M.G. 2-seater, coupe, red leather, superb condition, excellent condition throughout, £475.—24, Old Portland St., W.1. Lan 1345. (C1045)

1939 M.G. 2.6 litre drop head four-seater coupe, an attractive car in excellent condition throughout.—Bair Motors, 180-184, West End, N.W.5. Hampstead 6490. (C1034)

1951 (July) M.G. TD, immaculate condition, black with red leather, 2750 subject completion B.M.T.A. consent.—Sellers, 10, St. Marks Ave., Northwood, Northwood 2674. (1342)

1936 M.G. 2-litre 4th coupe, very good condition, beautiful space throughout, very fully maintained by most fastidious owner; £365.—Cash Bros., 240, Garside, 240, Garside, W.1. Reg. 6678-9. (1195)

2245 1951—P.A. type M.G. Midget, in green with brown leather, hood well repaired and complete set of new side screens fitted, very carefully used, in spot-on mechanical order. (C1034)

2495 1951—July, 1947, T.C. Midget, very good body, work finished bright red, brand new hood and new set of Goodrich Radials, chromed luggage carrier, full tonnage-over with zip, excellent order. (C1034)

CAMDEN MOTORS, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Write for catalogue. (C1034)

NAYLOR & ROOT, 1952 M.G. TD sports 2-seater, ivory green hide, unblemished condition throughout (balance covered); £775, 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Bait. 5272. (C1032)

2785 1951—1952 M.G. TD low mileage, fully P.A. guaranteed as makers; B.M.T.A. permission (the consent); terms, exchangers.—D. F. Wyatt, 51-53, Fortune Green Rd., W. Hampstead, Hampstead Road. (1156)

A CLAND & TABOR, Ltd., Welwyn Bypass, Hert. Welwyn 441, offer 1951 (Feb.) M.G. 15-litre saloon, green, green leather, heater, one careful owner, B.M.T.A. permission, taxed, immaculate throughout, £265. (C1016)

1950 series M.G. 15-litre saloon, black, one owner, an immaculate and beautifully maintained car, P.A. permission, taxed, immaculate throughout.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tube Hill 4488. (C1016)

365 1951—M.G. 1939 2.6-litre 4-door sports saloon, black, original body, brown leather, excellent condition, taxed; terms, exchangers, list open 9-7 weeks.—A. Fairclough, 42, Fulham Rd., W.14. (C1016)

2465—July 1947 M.G. T.C., exceptionally good proportion, mechanically sound, almost new tyres, food tonnage, screen, etc., etc.—and welcomed.—Harold Wells Motors, Ltd., 705-707, Romford Rd., Manor Park E.12. E12 3151-2. (C1048)

2444 1951—Last of the immaculate thoroughbreds—M.G. 1939 sports saloon in that rare and beautiful condition often sought after but rarely found, immaculate September, 1951, and absolutely the fair price, have recently had 3 months' guarantee, hire purchase exchangers. (C1016)

J. AMES, Finchley Showrooms, 421 High Rd., Finchley, N.12. Fin. 6221. (C1035)

1947 TC M.G. remarkably new in appearance and performance, maintained and clean daily, carefully driven 20,000 miles and clear title, racing steering wheel, A.S. inspection invited, owner insulating September, 1951, for immediate sale, please come and see it yourself.—Eps. 2431. (1275)

MAYFAIR GARAGES, Ltd.—1959 (res. '51) 10hp T.A. sports 2-seater, M.G., list, good tyre, full all-weather equipment, including 4 new popped tonneau cover, must car with outstanding road performance, 3 months' guarantee, £325.—Mayfair 6266. (C1035)

Balderton, ex. 10hp, 4-door (black), Mayfair, W.1. (C1035)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G. Cars Wanted

- C** THE CAR MART Ltd. wish to purchase M.G. Cars—320 Euston Rd. N.W.1 Euston 1212. (C0968) R
- R** ROWLAND SMITH'S, the M.G. buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (C0948) R
- M** G. in good condition for cash.—Tel. Valentine 2098 or 4674. (C0457)
- P** PERFORMANCE CARS urgently require M.G. cars—Great West Rd. Brentford, Middx. Ealing 9841. (W9041) R
- H** -lite saloon or T.D. M.G. wanted.—S. F. Erskine & Sons, Ltd., 24 Commercial Rd., Woking 150. (C0697) R
- U**RGENTLY required, 1947-51 M.G. 1½ saloons—Glenos Sports Cars (S'church), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (C1256)
- J**ACK ROSE, Ltd., M.G. agents, wish to purchase good M.G. cars—Jack Rose Ltd., Stafford Rd., Wallington, Surrey, Wallington 6077-8. (W3056)
- R**OSE & YOUNG, Ltd., urgently require low-mileage M.G.s, all models—63-69, Stenham Ave., Stratford Hill, S.W.2 (1) minute Streattham Hill Station Tube Hill 6464. (W3057)
- M**AYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for papers to call—Mayfair Garages, Ltd., Baderston Street (opp. Selridge's clock), Mayfair, W.1. Mayfair 3104-5. (C0686) R

## M.G. Spares and Service

- T**OULMIN MOTORS M.G. Specialists, Staines Rd., Hounslow. See displayed advertisement page 5. (C1008) R
- P**ERFORMANCE CARS—M.G. sales, service, spares—Great West Rd., Brentford, Middlesex, Ealing 9841. (W3041) R
- U**NIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory—7, Hertford St., London W.1. Gros 4141. (C0605) R
- M** G. spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rockers, bushes, shafts, etc., replacement camshafts, rollers, distributors, road springs, wheels, hubs, vertical drive assemblies; prompt postal service, e.o.d. and guaranteed workmanship in all our repairs—A. E. Whitham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. (C0455) R

## MORGAN

- C**AR MART, Ltd.
- 1950** Morgan 4 2-seater, 10,000 miles. £350.—Car Mart Ltd., 150, Park Lane, W.1. Gros 3454. (C1059)
- M**ORGAN Plus Four 2-seater now available for quick delivery.—Coventry Motor Mart, Tel. Coy. 2146.
- 495** cns.—Morgan 4 4 (October, 1948) Leacraft red leather, radio, fold-flat screen, tonneau cover, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
- 545** cns.—Morgan 4 4 (May, 1949) 10hp drop head new careful owner, genuine 13,250 miles, practically new condition; terms, exchanges, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hamstead Tube (Hamstead Tube), Hamstead 6041. (C04015)
- 1939** Morgan 4 4 drop head coupe in really excellent condition, finished in black with cream wheels, engine overhauled last June, best offer over £150.—G. Butler, 15, Warbeck Ave., Aintree, Liverpool 14100.

## Morgan Cars Wanted

- R**OWLAND SMITH'S, the Morgan buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.
- M**ORGAN in good condition for cash.—Tel. Valentine 2098 or 4674. (C0457)
- R**EQUIRED immediately, good Morgan—G. Edwards, 118, Ansonbury Lane, Harpenden, Herts. Tel. 1177.
- X**X X Cash immediately for good Morgan—H. P. Langham 9012. (W3060)

## Morgan Spares and Service

- M**ORGAN 4 4 official spare parts stock, service and repairs—Basil Roy, Ltd., 161, Gt. Portland St. W.1. Langham 775. (C0614) R
- M**ORGANs—All available spares in stock—F. H. Morgan, Morgan Specialist, 14, South Ealing Rd., Ealing W.5. Ealing 0570. (C0728) R

## MORRIS MINOR

- E**LITE MOTORS offer—
- 1949** Morris Minor saloon, blue cellulose, recently fitted with four new tyres and recon. engine £350.
- E**LITE MOTORS, 951-961, Garratt Lane, Tooting E Broadway, Tel. Balham 2474, 4 lines. (C02005)
- P**HILIP RICHARDS, Ltd. offer—
- 1950** Morris Minor 4-door saloon, blue, 2,000 miles—Brick St., Park Lane, London, W.1. Gros 4772-3. (C3051)
- H** A SAUNDERS, Ltd. offer—
- 1950** Morris Minor saloon, black with brown interior, recon. mileage 3,391, £255.
- 836**—842, High Rd. N.12, Hillside 9024. (C0207)
- 1950** model saloon, green, 9,000 mls. verified £300.—Mossdorp 2593.
- 1950** Morris Minor tourer, green one owner, £495.—Dobson's, Ltd., Morris Agents, Staines 801. (C1074)

## MORRIS MINOR

- 1950** Morris Minor, new, milecast—Hebert & Jam 15067.
- 1949** (June) Morris Minor, faultless, taxed; £525. Morris France, 18, Cromwell Mess, South Kensington. Fla. 0513. (C2014)
- 1952** Morris Minor saloon, 1,100 miles, B.M.T.A. permit, £240. E. S. Prior & Son, Ltd., Wimbledon. Putney 4755. (C0004)
- 1950** Morris Minor tourer, one owner, excellent condition; £575; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (C1034)
- 1950** (Sept.) Morris Minor saloon, genuine 5,000 miles only, one owner, finished green, beige upholstery, taxed December, as new; trade enquiries welcomed.
- M**OTORISTS (LONDON), Ltd., Gt. North Rd., E. Finchley, N.2. Tudor 2501-2. (C3018)
- N**AYLOR & ROOT, 1949 Morris Minor tourer, maroon, 12,000 miles, attractive and economical; £505, 3 month guarantee, 23, East Hill, Clapham Junction, S.W.11. Batt. 5272. (C3022)

## Morris Minor Cars Wanted

- C** THE CAR MART, Ltd. wish to purchase Morris Minor cars—320, Euston Rd. N.W.1. Euston 1212. (C0968) R
- 1949** Morris Minor tourer or saloon wanted.
- T**HE FORGE GARAGE (PETERHAM), Ltd., 192, Peterham Rd. Peterham, Surrey, Richmond 1054. (W3041)
- M**ORRIS MINOR, in good condition, for cash.—Tel. Valentine 3096 or 4674. (C0457)
- P**HOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Valiant 1121. (W3044) R
- L**OW-MILEAGE Minor or similar required now—54, Streattham Hill, S.W.2. Tube Hill 4488. (C0648)
- 1933-4** Morris Minor saloon required.—Dunstable House, Winchester, Hants. Tel. 1010.
- R**OWLAND SMITH'S, the Morris buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (C0948) R
- M**ORRIS Minor saloon wanted, faultless condition, Can. 1650.
- W**ANTED—Morris Minor saloon, in exchange for Sindy, Beds. Tel. 64.
- C** A. PETO, Ltd., 42, North Audley St., W.1. Urgently require post-war small mileage Morris cars in first-class condition—May, 5051. (W3043)

## MORRIS EIGHT

- C**AR MART, Ltd.
- 1948** Morris 8 2-door saloon, guaranteed; £465.—Car Mart Ltd., 150, Park Lane, W.1. Gros 3454. (C1059)
- C**ROSCRAFT offer—
- 1915** Morris 8 saloon 1934 model, engine recently overhauled, good tyres, very clean little car in excellent running order; terms to suit, car or motor cycle accepted in part payment; 3 months' written guarantee—Croscraft, Elm Rd., Evesham. Tel. Exchanges, 4-9. (C1055)
- G** S HALL, Ltd. offer—
- 1945** Morris 8 2-door saloon, 26,000 miles, maintained as new.
- 1945** Morris 8 saloon, very carefully kept, black with green leather upholstery; terms and exchanges—G. S. Hall, Ltd., 312, King St., Hamersmith, W.6. Riverside 2581. (C2051)
- J**ACK ROSE, Ltd. offer—
- 1948** (October) Morris 8 4-door saloon, almost spotless inside, one owner, except 440; Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6077-8. Open 9-8. (C3006)

## GATEHOUSE MOTORS offer—

- 1938** Morris 8 saloons, choice of 5, from £257.—Gatehouse Motors, Ltd., Highgate Village, London, N.W.10. 4444. (C1021)
- M**ORRIS 8 1955 2-door saloon, excellent condition.—Edinburgh 5150.
- 1939** Morris 8 tourer, very good condition; £295.—Lake Auto 1030. (C1201)
- 1935** Morris 8 1946 sal., cellulose perfect, excellent mechanical, choice 3, many offers.
- B**EXMOTORS, 11, Clarendon Rd., Holland Park, London, W.1. Park 5006-7. 150 York Holland Park Tube. Exchanges, 4-9. (C1017)
- M**ORRIS 8 de luxe 1947, works' recommended engine, new battery, tyres, etc.—Seven Kings 2723. (C1016)
- 1936** (Sept.) Morris 8 4-door sun saloon, one owner; £195.—Crammorn, Tel. 2040 Putney Bar. (C1062)
- 1947** Series E 2-door saloon, black, excellent condition, recent overhaul; £400.—Kingsdon 1012. (C1061)
- 1947** 2-door sun sal., under 19,000 miles, excellent condition; £430, seen by appointment only.—Tel. Upsons 2464. (C1125)
- 1946** Morris 8 saloon, very good condition throughout; £275.—William's, 15, Balham Hill, S.W.12. Balham 5280/5705. (C1194)
- 1935**—(Sept. 1946) Morris 8 2-door saloon, black brown, sliding roof—472 480, Lord Ash Lane, N.22. Boves Park 1665. (C1193)

## MORRIS EIGHT

- 1938** Morris 8 4-seater tourer, new tyres, battery, engine overhauled; £240.—25, Broad Lane, Hampton. (C1524)
- 1939** Morris 8 de luxe 2-door saloon, taxed year, excellent condition; £285.—Northways Garage, Swiss Cottage, N.W.2. Primrose 1127. (C0609)
- 1939** Morris 8 2-door 4 s.d. sal., second, engine good; £85 dep. or £275 cash.—Roya Automobiles, Ltd., 177, Parkway, N.W.1. Euston 2700. (C3059)
- M**ORRIS 8 tourer, July 1937, exceptional condition, £105 bids available; £235, in offer.—G. Motors, 177, Archway Rd., Highgate, Mountview 5467. (C1199)

TO the trade only.—Post-war Morris 8 available from stock ready for your showrooms; we also wish to buy cars, may be quote for yours.

**C**ERRY BROWNE MOTORS, Ltd., 55-57, South W. Edwards Square, Kensington, London, W.8. Western 4351 (3 lines). (C1081)

- 1947** Morris 8 4-door saloon, black brown, one owner.—Wards of Putney, 72, West Hill, W.14. (C0944)
- 1947** Morris 8 4-seater, excellent condition, £285.—1939 series E Morris 8 4-seater, excellent runner; bargain.—Bray Motors, 160-164, Watney Lane, N.16. Hamstead 6490. (C1024)

- 1947** Morris 8 saloon, immaculate, exam., one owner.—Seymour & Clements, Ltd., 56, Watford Way, Hendon Central, N.W.4. Hendon 4107. (C0007)

- 295** cns.—Morris 8 1939 de luxe 2-door saloon, green and black, sliding head, green leather, excellent condition; terms, exchanges.—Rowland Smith, below.

- 225** cns.—Morris 8 1937 de luxe 2-door saloon, green and black, sliding head, green leather, good condition, year's tax; terms, exchanges, list; open 10-7 weekdays and Saturdays—Rowland Smith, Hamstead Tube (Hamstead Tube), Hamstead 6041. (C04015)

- 1948** (October) Morris 8 4-door saloon, black, brown, leather, exceptional condition throughout; £475.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. (C3014)

- 1935** Morris 8 4-seater tourer, well maintained, re-conditioned engine, 5,000m, red black leather, 12,000 miles, new battery, sports, 11,227.—Adams-Lewis, Gately Lane, Leeming, Yorks. (C1401)

- M**ORRIS 8 1946, 2-door sun saloon, leather, new engine 2,000 miles, new clutch, excellent condition, any trial, new car delivered only reason for sale, £305, any Riverside Ave., East Molesey, Surrey, Emsworth 4708. (C1127)

- 1947** (June) Morris 8 saloon, black, exceptional condition, choice of two, from £435, exchanges, hire purchase, 193, 8 H. Motors, 1464-5, High Rd., Whitehouse, Finchley, London, N.20. Tel. Hillside 6671-2. (C1020)

- 1946** Morris 8 2-door saloon, black, green leather, very good engine fitted, good tyres, excellent condition; £395, or exchange for Minor and cash.—John Jordan, Sandy, Beds. Tel. 64.

- 1948** Morris 8 2-door saloon, green, brown hide, only 14,000 miles, genuine; this car is in beautiful condition and has been carefully driven and serviced regularly by Morris agents, seat covers, new battery; price £550.—Tel. Romford 6594. (C1059)

## Morris Eight Cars Wanted

- R**OWLAND SMITH'S, the Morris buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (C0948) R

## MORRIS TEN

- R**AYMOND WAY, the Morris buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (C0948) R

- R**AYMOND WAY, the hire purchase specialists.

- 1936** model Morris 10 4 4-door de luxe saloon, black cellulose, radio, leather upholstery, engine and transmission recently completely overhauled, fitted hydraulic jack system, nearly new tyres, regularly serviced by Morris distributors; 19,000m.

- H**IRE purchase terms on the spot with no references, no formalities or guarantees; Part exchange on your present motor cycle or car; always 200 cars under 2,000 to choose from.

- R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. A Maids Vale 6044 connecting all buslines and departments (Kilburn Park Station, Bakerloo line, 150 yds). (C0487)

- A**RTHEUR MULLINER, Ltd. offer—

- 1948** (Mar.) Morris 10 saloon, green with black vinyl and brown leather upholstery, beautifully maintained and a very good example of this economical family saloon, fully guaranteed; purchase with confidence from a firm with a tradition of service to the traveller since 1799; may we send you our latest price list?

- A**RTHEUR MULLINER, Ltd., Bridge St., Northampton. Tel. A 207. (C3019)

- B**LUE STAR GARAGES, Ltd. offer—

- 1939** Morris 10, rice car; £350.—Purtime Green Rd., West Hampstead, N.W.6. Ham. 2211. (C0481)

- 1939** Morris 10 saloon, blue, blue leather, new tyres; sun. £285.

- D**YER, Ltd., 100, Epsom Rd., Great Cambridge Rd., Enfield, Tel. Enfield 5150. (C1075)

- 1934** Morris 10 saloon, very good running order; £145.—Crammorn, Tel. 2040 Putney Bar. (C1062)

- 1946** Morris 10hp saloon, new engine just fitted, taxed; £465.

- C**OLE GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 018-6. (C1054)

- 1946** (December) Morris 10 saloon, excellent condition; £455.—Brookside Motors, 102 High Rd., Uxbridge, Tel. 184 10 a.m.-7 p.m. (C1050)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**MORRIS TEN**  
**1939** Morris 10 saloon, completely reconditioned as new, 1355; 3 months' guarantee; terms and exchange. **JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Henney, Mountview 5228 and 5774. (C1054)

**£225**—Morris 10hp 1938 Series 5, 4-door de luxe, excellent condition throughout—C.A.P. Motors, 130, Clapham Rd., S.W.9. Tel. 299 6. (C1056)

**1948** Morris 10 de luxe saloon in black, one owner, compare our price and condition. **£435**—A.Z. Motors, Palmerston Rd., N.W.6. Mat. 4725. (C1011)

**£445**—1947 model Morris 10 de luxe saloon, excellent condition throughout—Bray Motors, 140-184, West End Lane, N.W.6. Hampstead 6380. (C1024)

**MORRIS 10** late 1947, reconditioned engine and rear box, exceptional mechanical condition, almost new tyres, 55m.p.h. 2455—Robertson, 3, Hillbury Rd., S.W.17. (C1252)

**£535**—1948 Morris 10 saloon, 24,000 miles, very carefully maintained in new condition, one owner, coachwork and interior unblemished, original 17m.p.h. and exchange. **G. S. Hall, Ltd.**, 302, King St., W.6. Riverside 2901. (C1035)

**295**—1948 Morris 10 (March, 1950) series M de luxe 4-door saloon, black, auburn head, buyers leather, one owner, good condition, terms, exchange, list, open 9-7 weekdays only—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6411. (C10418)

**Morris Ten Cars Wanted**  
**ROWLAND SMITH'S**, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0977 R)

**MORRIS TWELVE**  
**1938** Morris saloon, 12hp, very good condition, Beardmore, 26, Queensway, W.2. Baywater 6136. (C1015)

**69**—1948 Morris Cowley 1938 saloon, black, good condition, taxed; terms, exchange, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6411. (C10418)

**Morris Twelve Cars Wanted**  
**ROWLAND SMITH'S**, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0977 R)

**MORRIS OXFORD**  
**HENDON CENTRAL GARAGE, Ltd.**, offer:—

**1949** Morris Oxford saloon, green, beige upholstery, absolutely unmarked; £695—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9445.5. (C1028)

**1950** Morris Oxford sal., lawn, one owner, 8,000 miles, as new.  
**TICKFORD, Ltd.**, Upper St. Martin's Lane, W.C.2. Temple Bar 5283. (C1029)

**1950** (August) Morris Oxford, 16,000 miles—Ernest Sutton. Tel. Rogate 4. (C1023)

**1952** Morris Oxford, 4,000 miles, subject to covenant—Mansfield Autos, Ltd., Euston (C1030)

**1949** Morris Oxford saloon, maroon, heater, one owner, private sale £670—Williams, 22, Craven Terrace, W.2. Tel. Pad. 5781. (C1013)

**1952** Morris Oxford saloon, 8,200 miles, subject to covenant—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5581. (C1027)

**1949** Morris Oxford saloon de luxe, one owner, low mileage, excellent condition; £675; 3 months' written guarantee—Brown's Garage, Lower Clapton 4119 (C1036)

**1949** Morris Oxford, maroon, one owner, excellent condition, fitted 1951 engine, special tartan head lining, enthusiast maintained; £930—Howard 3, Purhouse Lane, London, Rochdale. (C1024)

**TANKARD & SMITH, Ltd.**, offer 1949 (November) Morris Oxford in beige with matching leather upholstery, immaculate condition throughout, modern 16m.p.h. engine, owner fitted H.M.V. push-button radio, £695; three months' written guarantee, also 200 guinea used cars of all makes—136, Kings Rd., S.W.5. Faxman 4801-3. (C1026)

**Morris Oxford Cars Wanted**  
**C. M. THE CAR MART, Ltd.**, wish to purchase Morris Oxford cars—150, Park Lane, W.1. Grosvenor 5431. (C1017 R)

**ROWLAND SMITH'S**, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0977 R)

**URGENTLY** wanted from original private owner, late model Morris Oxford saloon, Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. (W4052) 21429. (C1052)

**MORRIS SIX**  
**MORRIS SIX** (Oct. '49), one owner, low mileage, exceptional condition; £675; exchange. **S. W. W. MOTORS, Ltd.**, 170-180, Chesham Road, Beacombe, Bournemouth, Tel. Southbourne 1022. (C1024)

**1950** Morris Six saloon one owner; £615—W. J. Pullen, Ltd., 52, West 8th, Cliftonville, Tel. 355 4. (C1145)

**1949** (Oct.) Morris Six, black, radio, heater, immaculate; £595—Carmichael, Beckenham 6977. (C1297)

**MORRIS SIX**—1949 Morris Six saloon, 3,000 miles only, genuine, one fastidious owner; £595—Chard's of Plymouth, Plymouth. (C1132)

**MORRIS SIX** (July) Morris Six, in superb condition throughout, one owner; bargain, £750—A.Z. Motors, Palmerston Rd., N.W.6. Mat. 4725. (C1011)

**MORRIS SIX**  
**1950** (Nov.) Morris Six saloon, 10,000 miles (immaculate condition) throughout; £695—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. (C1054)

**MORRIS SIX** saloon 1949-50, black, with beige leather, fitted heater, one owner, guaranteed 14,000 miles; new; £650—Gibson Sports Cars (Kewbury), Ltd., Lyndhurst Rd., Chislehurst, Hants. Tel. 1681. (C126)

**Morris Six Cars Wanted**  
**C. M. THE CAR MART, Ltd.**, wish to purchase Morris Six cars—150, Park Lane, W.1. Grosvenor 5434. (C1017 R)

**Morris Miscellaneous Cars Wanted**  
**R. S. ROWLAND SMITH'S**, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0977 R)

**MORRIS** wanted—Smith's 86, Chalk Farm Rd., N.W.1. Gvt. 2707. (C1024 R)

**MARSTON MOTOR CO.** for your Morris—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. (C1018 R)

**XXX** Cash immediately for good Morris—H. F. Lancham 014. (W2005)

**HATTONS** of Lord St., Southampton, will buy Morris 1935 to 1950, 8 to 14hp, in condition above average. (0796 R)

**Morris Spares and Service**  
**GENUINE** Morris spares immediately available in the West End.  
**S. MORRIS & Co.**, Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932 4574. (C1042 R)

**LARGEST** and quickest spares service in the South of England—Bewkes Garages, Ltd., Reading. (C1036)

**RECONDITIONED** exchange engines—Tamworth Park Autos, 54, Tamworth Park, Mitcham, Mitcham 2859. (C1028)

**CROWN** wheels and pinions for obsolete Morris models—Barlow & Chadwick Ltd. Penitton, Manchester, 6. (C1026)

**WEST LONDON**—Rogers Garage; repairs and service, 100, Kingsway, New address, Wellesley Ave., Paddensworth Rd., W.6. Riverside 2644-5. Old and new friends welcome. (R1804 R)

**OLDSMOBILE**  
**DISTRIBUTORS (RAWLINS)**, Ltd.—Sales, service and spares—Blindley Heath or Linfield, Surrey, Tel. 530-1. (C1017 R)

**1950** Oldsmobile hydramatic drive 4-door saloon, radio, black 15,000 miles; £1,650—John Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4558. (C1048)

**CLAND & TABOR, Ltd.**, Welwyn Bypass, Herts. (Welwyn 451) offer 1949 (Dec.) Oldsmobile Rocket 96 saloon, hydramatic drive, black, grey cloth, immaculate condition; £1,675—Taylor & Craske, 48, Kensington Court, W.8. Western 6015. (C1052)

**1949** Rocket Oldsmobile 88, 4-door saloon, low mileage, hydramatic drive, radio, heater, beautiful condition; £1,775—Taylor & Craske, 48, Kensington Court, W.8. Western 6015. (C1052)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 6030), Service Workshops and Spare Parts, 9, Pennington Villas (nr Westbourne Grove), W.11 (Baywater 6626-7). (C1076 R)

**Oldsmobile Cars Wanted**  
**OLDSMOBILE** main dealers.

**LEX GARAGES, Ltd.**, are interested to buy recent motor cars.  
**LEX GARAGES, Ltd.**, 2, Lexington St., W.1. Gerrard 6030. (C1027 R)

**SIMPSON'S MOTORS (WIMBLEY)**, Ltd., the Oldsmobile buyers, Wembley 8661/3603. (W4015 R)

**DISTRIBUTORS (RAWLINS)**, Ltd., Blindley Heath, nr. Linfield, Surrey, Tel. 530-1. Will buy used and new car models at good prices. (C1013 R)

**Opel Cars Wanted**  
**ROWLAND SMITH'S**, the Opel buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0977 R)

**MAYNE MOTORS, Ltd.**, Opel distributors, buyers of all Opel cars, 15, Southampton St., Southampton Tel. Southampton 3266, 4944. (C1051 R)

**Opel Spares and Service**  
**MAYNE MOTORS, Ltd.**, Opel distributors, Opel spare parts and reconditioned engine service—Southampton St., Southampton. Tel. Southampton 3266. (C1051 R)

**PACKARD**  
**LEONARD WILLIAMS & Co.** (1940) Ltd. Great Portland Street, W.1. Midland 5400. (C1046 R)

**PACKARD**, sole concessionaires offer:—  
**A SELECTION** of completely reconditioned Limousines, A saloons and drop head fourseaters.

**LEONARD WILLIAMS & Co.** (1940) Ltd., Great West Rd., Brentford Middlesex, Tel. 3404. (C1082 R)

**1939** Packard Super 8 Limousine, immaculate, very low mileage—Western 4076. (C1171)

**1938** Packard 4 convertible coupe, 5 seats, new hood, good tyres; £255, or exchange for "new" van—46, Aldenham Rd., Watford 2953. (C1097)

**1939** Packard 30 saloon, guaranteed; £325; payment—W. H. 6631. (C1029)

**1937** Packard Super 8 7-seater limousine with division cloth rear leather front, privately owned vehicle, immaculate; £375—William's Car, Ltd., Tel. Main Vale 5154 and 5051-2. (C1076)

**1947** Packard Copper, 8-cylinder de luxe, radio heater, covers, low mileage, right-hand drive, beautiful condition; £1,195—Taylor & Craske, 48, Kensington Court, W.8. Western 6015. (C1064)

**£695**—1947 (registered), £10 tax, privately owned Packard Super 8 limousine, immaculate interior, unknown tyre, clean condition, a bargain—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (C1054)

**365**—1947 Packard 6 1938 model 30hp 4-door touring car, in saloon, green, lawn cloth, very carefully used, exceptional condition; terms, exchange, list, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6411. (C10418)

**PACKARD Cars Wanted**  
**SIMPSON'S MOTORS (WIMBLEY)**, Ltd., the Packard buyers, Wembley 8661/3603. (W4015 R)

**J. O. THOMPSON (MOTORS)**, Ltd., Packard specialists, 97, Fulham Rd., S.W.3. Kensington 4558. (C1002 R)

**ROWLAND SMITH'S**, the Packard buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0977 R)

**LEONARD WILLIAMS & Co.** (1940) Ltd., Sole Concessionaires, Great West Rd., Brentford, Middlesex, Ealing 5400. (C1046 R)

**7-SEATERS** private 1937/8 Limousines required, cash waiting—L. & Saunders, Providence House, North Audley Street, Mayfair-2941. (W1006)

**PACKARD Spares and Service**  
**J. O. THOMPSON (MOTORS)**, Ltd., Packard spares, repairs specialists, 97, Fulham Rd., S.W.3. Kensington 4558. (C1002 R)

**LEONARD WILLIAMS & Co.** (1940) Ltd., Packard Sole Concessionaires, Packard B. Busan, Great West Rd., Brentford, Middlesex, Ealing 5400. (C1046 R)

**PONTIAC**  
**B. J. HUNTER, Ltd.**, offer:—

**1947** Pontiac drop head fourseater coupe, all electric, radio, heater, etc., £250  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C1040)

**1949** Pontiac 2-door sports saloon, 1.h.d., radio, heater, etc., 1,000m.p.h.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. (C1026)

**Pontiac Cars Wanted**  
**SIMPSON'S MOTORS (WIMBLEY)**, Ltd., the Pontiac buyers, Wembley 8661/3603. (W4015 R)

**Pontiac Spares and Service**  
**U.S. CONCESSIONAIRES, Ltd.**, Pontiac Works, 4, Jubilee Place, Chelsea, London, S.W.3. Tel. Finsbury 752-9. (C1017 R)

**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts.

**Porsche Spares and Service**  
**COLBORE GARAGE, Ltd.**, Ripley, Surrey, the Volkswagen people, new authentic service repairs, etc. for the Porsche. Tel. Ripley 2361. (C1028 R)

**RACING CARS**  
**COOPER'S GARAGE (SURREY)**, Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 550 and 1,000cc Formula racing cars. (C1021 R)

**RAILTON**  
**MAJOR J. P. S. BARBER**, 10, Sussex Mans East, Epsom, Surrey, 1950 (March) Rover 4000, all models available and wanted. (S467)

**A-ONE MOTORS (LONDON)**, Ltd., offer a second-to-none selection of Railton cars; also all spares—56 (b), Belgrave Rd., S.W.1. Victoria 8295. (C1033 R)

**Railton Cars Wanted**  
**REQUIRED** immediately—good Railton—O. Edwards, Amersbury Lane, Harpenden, Herts. Tel. 118. (W2000)

**THOMPSON & TAYLOR (BROOKLANDS)**, Ltd., purchase good Railton cars, 1937-9, Portsmouth Rd., Cobham, Surrey, Cobham 2848. (C103)

**RENAULT**  
**RENAULT** cars, spare parts, repairs and service—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. (C1021 R)

**B. J. HUNTER, Ltd.**, offer:—  
**1950** Renault 750 saloon, low mileage, positive, unmarked; £625.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C1040)

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Epsom 1975, have a small selection of used Renaults in stock.

**£530**—Renault 700cc 1949, low, faultless, condition—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 3424. (C1045)

**1951** Renault S.H.P. de luxe saloon, 11,000, spares unused; £675; terms—R. & A. Clayton's Cars, Ltd., 127, Parkway, N.W.1. Euston 2700. (C1036)

**1949** Renault 8 saloon, 4-door, in excellent condition, leather upholstery, colour Clipper blue, 55,000, 1949, 25, Labrador, Essex, W.2. Amb 5127. (C1517)

**1952** Renault 1700 Utility, 900 miles, list price £1,285, for price £1,150—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1099)

**£645**—A most immaculate Renault 700 saloon, 1950, full de luxe series with built-in heater, late property of fastidious lady owner-driver, a very nice car which can honestly be described as unblemished.

**AMDEX MOTORS**, Leighton Buzzard, Beds. Tel. C 2041. Open till 6 p.m. Write for catalogue. (C1095)

**Renault Cars Wanted**  
**RENAULT**, in good condition, for cash—Tel. Valen. line 2095 or 8074. (S460)





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 60 &amp; 75

**R** F. FUGGLE, Ltd., offer—  
**1950** Rover P4 saloon, black, red upholstery, heater and H.M.V. radio, chauffeur maintained, mileage 18,000; £1,295 or near offer.  
**R** F. FUGGLE, Ltd., 5, Basher Heath, Herts. Tel. 1605. (C2017)

**T**ICKFORD, Ltd., offer—  
**1951** Rover P4 saloon, black tawn, radio, heater, excellent condition, 15,000 miles. 1116  
**1948** Rover 75 sports saloon, speedo reading 9,000, green, green leather, radio, heater, as new. 1116  
**1948** Rover 60 saloon, black, grey leather, heater, speedo reading 22,000 excellent condition. 1116  
**8** Upper St. Martin's Lane, W.C.2. Temple Bar 3535. (C2029)

**C**ANFIELD LAWRENCE offer—  
**1951** (model) Rover P4 saloon, Connaught green-grey, fitted seat covers and heater, low mileage, as new throughout; £1,450—407, High Rd., N.12. Finchley 0091. (C2055)

**C**ORDON CARS (LONDON), Ltd. for Rovers.

**1950** P4 saloon, immaculate; £1,195.

**C**ORDON HOUSE, 575, Euston Rd., N.W.1. Eus. 6611. (C2025)

**ROVER** 75, June, 1950, superb condition, 18,000 miles; £1,275 or near offer. 2776.

**1951** Model Rover P4, heater and radio; £1,275.

**1951** John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181 and 182. (C2051)

**1950** Rover P4, black, grey leather, radio, heater, boot covers, 11,000 miles. Cox's Motors, Ltd., Conduit St., Leicester 60319. (C1059)

**BRUTONS**, Ltd.—Rover 1950 P4, 10,000 miles only, black, taxed; £1,185—15-14, Osten Mesa, Empress Gate, S.W.7, Western 1242.

**1950** (September) Rover P4 saloon, one owner, 9,000 miles, immaculate; £1,195—E.P.S. Motors, Kingston-By-Pass, Esher. Tel. Emsbury 3000. (C2004)

**1951** Rover P4 saloon, heater, radio, small mileage. B.M.T.A. consent; £1,295—G. J. Shaffer & Co., Ltd., 120, Cricklewood Lane, N.W.2. Euston 6685. (C1026)

**3200** miles.—1951 Rover P4 saloon, lakeside green, as new, subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3535. (C1027)

**NAYLOR & ROOT**—1950 Rover 75 P4 saloon, black red hide, 15,000 miles, unblemished throughout; £1,395; 6 months guarantee; 25 East Hill, Clapham Junction, S.W.11. Batt. 5272. (C2022)

**1951** (August) Rover P4 saloon, black, with red leather, radio and heater, link mate overlay carpets, 8,800 miles only, B.M.T.A. consent; list price. George Box Ltd., Automobile Distributors, Aldamo Rd., Desborough, Tel. 653. (C2024)

**1948** Rover 75 P4 saloon, one owner from new, fitted heater and push-button radio, recent overhaul, including reconditioned engine by makers; an immaculate and delightful car; £995, terms, exchanges, etc. (C1026)

**G**RAVY CARS (LONDON), Ltd., 277, Green Lane, London, N.15, Palmers Green 2565. (C1026)

**XXX** radio, heater, overlay mats, dark green, with grey leather, an absolutely immaculate low-mileage car. B.M.T.A. consent, written guarantee; £1,450, terms, exchanges—H. F. Edwards, 200, Gt. Portland St., W.1, Langham 3012. (C2045)

**U**RGENTLY wanted, 1950 Rover 75, in good condition.—Tel. Hounslow 4621. (W1025)

**ROVER** 1950 P4 wanted, must be spotless and absolutely as new.—Hobby, Marton Rise, Bridlington, Te. 2177, evenings. (1112)

## LAND-ROVER

**OFFERED BY—**

**E**VANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealer, Alexandra Rd., Wimbledon 0165-4. (1140)

**R**USSELL MOTORS offer—

**1951** (July) Land-Rover, 16,000 miles only; £565; any use or example. (C2056)

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 37, St. Simeon St., S.W.1, Tel. Sloane 9298. (C2056)

**F**UJY ALFRED & Co. offer—

**1950** Land-Rover, carefully used, in primer, fine order.

**1949** Land-Rover, in primer, excellent mechanical order, carefully used.—6-7, Warren St., W.1, Euston 5268. (C1005)

**£125**—Land-Rover, one careful owner.—Automobile, Ltd., Winchester, Tel. Winchester 454. (C1010)

**L**AND-ROVER, small mileage, road use only; carefully used and maintained; £655.—Atkinson, Bramblewood, Betchworth 5212. (1975)

**1950** series Land-Rover, traffickers, heater, extra seat, superb order; £595.—Odon Motors Ltd., Barnet 4100. (C2028)

**H**ARVEY HUDSON, Ltd., the Land-Rover specialists, have all models and equipment in stock, prices from £450; photographs and details despatched immediately on application.

**A**LL models and equipment purchased.

**S**OUTH Woodford, E.18. Wanted 0056

## ROVER MISCELLANEOUS

**H**ENLYS, Ltd.,  
**E**NGLAND'S Largest Rover Distributors  
**DEVONSHIRE** House Piccadilly, W.1. (Greenevot 2297)  
**4444**  
**DEPOTS** at:—  
**M**ANCHESTER (Blackfriars 7843)  
**B**URSTOL (Bristol 21326)  
**B**OURNEMOUTH (Bournemouth 6314)  
**N**ORTHAMPTON (Northampton 9077)  
**C**AMBERLEY (Camberley 77)  
**H**OUNSLOW (Hounslow 3454)  
**F**INCHLEY (Finchley 0081)  
**R**EAT West Road (Ealing 5477)  
**C**AMDEN TOWN SERVICE STATION (Galliver 4141)  
**H**ENLYS, Ltd., England's Leading Motor Agents. (1029 R)

**T**OM GARNER, Ltd., offer:

**1948** Rover 75 P3 6-light saloon, black with red leather, radio, heater, 16,000 miles only.

**1950** Land-Rover, green, 7,000 miles only.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. (C1020)

**B**EARTY, of Kingston, Rover specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 5548 (0080 R)

**R**. P. POWELL MOTORS, Ltd., for Rover cars—250, Park Lane, W.1. Grosvenor 3451. (1071 R)

**Rover Miscellaneous Cars Wanted**

**C**THE CAR MART, Ltd., wish to purchase Rover cars—250, Park Lane, W.1. Grosvenor 3451. (1071 R)

**R**OWLAND SMITH'S

**R**OWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube), Ham. 6081, 1968 R.

**C**OOMBS & SONS (GUILDFORD), Ltd.

**U**RGENTLY wanted good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (10242 R)

**P**HOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey, Violant 1121. (W3044 R)

**L**OW-MILEAGE Rover or similar required now.—54, Streatham Hill, S.W.2. Tulse Hill 4485. (10649)

**H**ATTONS, of Lord St., Southport, urgently require 10 12 and 14hp Rovers, 1936-39, in condition above average. 10800 R.

**A**LBERTS, of Barkings, provide for cash post-war Rover cars.—105-7, Lombard Rd., Barkings, Rippelway 1285. (10461 R)

**B**LAKE, Rover agents, will purchase any non-convertible Rover car.—110, Bold St., Liverpool, 1, Tel. Royal 6629. (17736)

**T**ICKFORD, Ltd., Coachbuilders, 8 Upper St. Martin's Lane, W.C.2, Temple Bar 5536, will purchase low mileage post-war Rover cars. (10428 R)

**A**LBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford, Tel. 28627-8. (10215)

**D**AVID ROSENFELD, Ltd., Rover distributors, are anxious to buy small mile, up-to-date convertibles.—76 Deansgate, Manchester. Tel. Deansgate 5545. (10554 R)

**A**RNOLD G. WILSON, Ltd., wish to purchase used post-war Rovers in genuinely good condition; all models.—232, Harrogate Rd., Leeds, 7, Tel. 44751. (19005)

**Rover Spares and Service**

**L**EATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, The 1222, Main Rover dealers for Croydon. (10129 R)

**E**IGHT PARK MOTORS, Ltd. Datchet, Slough

**B**ucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. (10047 R)

**R**. P. POWELL MOTORS, Ltd., East London area

**dealers for Rover sales, service and spares.—521, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (10408 R)**

**D**AVID ROSENFELD, Ltd., Rover Distributors

**—Lancashire and Cheshire, Very large spares stock available.—Cheetham Hill Rd., Manchester, Tel. Blackfriars 2302. (10553 R)**

**C**AR MART, Ltd.

**1951** Singer 4AB Roadster, 13,000 miles; £675; 1950 Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5534. (C1039)

**B**. J. HUNTER, Ltd., offer—

**1951** series S.M. 1500 saloon, 11,000 miles only; as new; £725.

**B**. N. W. 2, Tel. Gladstone 5505. (C2046)

**W**ILCOX (SLOUGH), Ltd., offer—

**1936** Singer 9 Bantam saloon, an incredible motor car with a reputedly genuine mileage of only 40,000 since new, recent extensive mechanical overhaul; a car that must be seen and tried to be believed; £245.

**M**ORRIS House, Chandos St., Slough, Bucks. Slough 21429. (C4052)

## SINGER

**B**BLUE STAR GARAGES, Ltd., offer—

**1947** (September) Singer Super 10; £465.—Portsmouth Green Rd., West Hampstead, N.W.6. Ham. 2211. (C4051)

**D**. J. SHEPHERD & Co. (ENFIELD), Ltd.

**1948** Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £520.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1451. (C4009)

**C**ORDON CARS (LONDON), Ltd. for Singers.

**1950** 1500 saloon, immaculate; £735.

**1950** 1500 saloon, black; £685.

**C**ORDON HOUSE, 575, Euston Rd., N.W.1. Eus. 6611. (C2025)

**£95**—Genuine 1936 Singer 9 Bantam de luxe saloon, taxed, drive away.

**£199**—1935 Singer 9 2-door sports saloon, excellent condition.—Hay Motors, 192-194, West End Lane, N.W.6. Hampstead 6490. (C1024)

**S**INGER Le Mans, light green, radio, excellent, must sell; £195.—Grayswood 2475.

**1952** Singer SMI 920, unroad, green, B.M.T.A. cov. free; £1,035 o.n.o.—Cummins, 11, Tingham 224, Ex. (1141)

**1948** Singer 10 saloon, maroon, unscratched; £535, terms, exchanges.—Carmarthen, Beekham 6977. (11294)

**1951** Singer 4AB roadster, convenient for, 14,000 miles; £595.—Lawrence, 14, Neville St., Southport. Tel. 4652. (11294)

**1949** (December) Singer 1500 saloon, black; £665.—Blue Star Garages, 364 Kensington High St., W.14, Tel. Western 5651. (1914)

**£435**—1949 Singer 10, one owner; £625 (111)

**1950** Singer 12hp de luxe saloon, superb order, one owner; £450.—F. C. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. (11205)

**£250**—1951 Singer 10 de luxe saloon, equal in condition and appearance to 1948, (1914) opportunity.—A. Z. Motors, Palmerston Rd., N.W.6. (C1011)

**T**ANKARD & SMITH, Ltd., offer 1949 Singer 10 saloon, black, brown upholstery, in excellent condition; £515.—97, Peckham Rd., London, S.E.15. Tel. Rotherhithe 2051. (C4025)

**NAYLOR & ROOT**—1950 Singer 1500 saloon, 8700 blue, beige hide, heater, superb condition; £605; six months guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. (C2022)

**1951** (Nov.) Singer S.M. 1500, in very good condition throughout, B.M.T.A. permission to sell; £785.—D. Price, 50, Coventry Rd., Broadcliff, Aspley, Tel. Sutton Elm 553 (after 6 p.m.). (11221)

**M**ANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities. Partners, Ltd., Distributors, Bransford, Bolton, Tel. 4080 Deansgate, Manchester. Deansgate 4507 1959-R.

**S**INGER Le Mans 1951-4 4-seater, Locked

**brake, twin carb, smart appearance, side curtains, new re-covering, £150, 4 new tyres and new battery.**

**J. Wisner, Red Lion Stores, Wareside, Ware, Herts. (11067)**

**1947** Singer 9 2-4-seater roadster, motor

**4000; would consider part exchange for small post-war saloon; J. Robinson, Long Marton, Grimsby, Westwood. (11272)**

**9** de luxe—Singer super 10, December, 1946, de luxe

**4-door saloon, black, sliding head, brown leather, carefully used, excellent condition, taxed, terms, exchanges, list; open 97 west-end and Saturdays.—Eos and Smith, Hampstead, 1, Hampstead, Hampstead 6041. (C4015)**

**£245**—Magnificent and spotless 1936 Singer 9

**Le Mans type, close coupled sports coupe, late order enthusiast just spent £75 on new engine, etc.; this vehicle is outstanding and beautifully cared for; choice 70 vehicles; 3 months' guarantee, hire purchase, exchanges.**

**J. AMES, Finchley Showrooms 421, High Rd., Finchley, N.12, Fin. 921. (C2002)**

## Singer Cars Wanted

**R**OWLAND SMITH'S

**R**OWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube), Ham. 6081, 1968 R.

**S**INGER, in good condition for cash.—Tel. Vauxhall 5098 or 4074.

**XXX** Cash immediately for good Singer—H. F. Edwards, 200, Gt. Portland St., W.1, Langham 3012. (W2005)

## Singer Spares and Service

**R**ECONDITIONED units and spares.—Couthurst & Grimshaw, Whaler New Rd., Blackburn, Te. 4891-2. (17254)

**A**UTOMOTORS, Ltd., are specialists in Singer service and overhauls.—Automotors, Ltd., Lower Church, Ferry Rd., Barnes, S.W.13. Riverside 6196. (10754 R)

**C**ORDON CARS (LONDON), Ltd., the London Singer

**distributors for spares, repairs and service.—St. Alan's Lane, Golders Green, N.W.11, Speedwell 3701. (10635 R)**

**A**LIENS OF BRISTOL, Singer distributors

**—Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkley Square, Bristol, Tel. 22514. (10213)**

## SPORTS CARS

**W**OLSELEY Motor E.W. Special, 1932, recent £120

**overhaul; £220 o.n.o.—Tel. Rye, South, Mal. 9449 or Mal. 9297. (17252)**





# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Standard Spares and Service**  
**STANDARD** spares and replacement units—John Kage (Leeds). Ltd., New York Rd., Leeds, 2. Tel. 29439 (1050) R

**RECONDITIONED** exchange engines—Tarnworth Park Autos, 54 Tarnworth Park, Mitcham, Mitham 2959. (1764)

**STANDARD** spares, all models from 1934 by return of post; genuine factory replacement engines; quote commission number when ordering.

**WHITES GARAGE**, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5466. (10475) R

**STANDARD and Triumph** spares—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Middlesbrough. Tel. 20405. (15568)

**STANDARD and Triumph** spares and service replacement units—W. T. Richards (Beale), Ltd., 74-75, Broadway, Beale, Tel. 1666-7. (10247)

**STANDARD** spares all models from 1935; replacement units; complete overhaul, reconditioning—Putlocks, Ltd., Alexandra Terrace, Guildford. Tel. 3524. (1200)

**STANDARD** spares for all models; largest provincial stockists—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4444); and Prince's Drive, Colwyn Bay (Tel. 3322). (10359) R

**PROCKHURST GARAGE**—Harrow agents for Standard and Triumph, sales, service, spares, reconditioned cars—Bridge Rd., Harrow Weald, Middlesbrough. Tel. Grimsby 561. (10535) R

**JANKETTER ENG. CO.**, Ltd., (distributors in Surrey since 1911)—Full range of spares, phone, write or call; orders accepted immediately—35-43, Farnham Road, Kingston, Kent. S151-4. (1026) R

**K. J. MOTORS**, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years—137-149, Widmore Rd., Bromley, Kent. SEV 449-9. (10367) R

**SPINKINS (TWICKENHAM)**, Ltd., 83-101, Heath Rd., Twickenham, Middlesex—Standard spares, service, and reconditioned engines; retail and trade; prompt postal service. Tel. Poppesgrove 1035-7. (10544) R

**HALLS (FINCHLEY)**, Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Griffin and Bonds, Piccadilly, Arcadia Ave., Finchley, N. 3. (10002) R

**STUDEBAKER**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd.—For full list see advertisement under "American Cars." (C4015)

**Latest 1951** model Studebaker Landcruiser, r.h.d., 4-door saloon, new V.8 engine, colour maroon—56, 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1050, 1100, 1150, 1200, 1250, 1300, 1350, 1400, 1450, 1500, 1550, 1600, 1650, 1700, 1750, 1800, 1850, 1900, 1950, 2000, 2050, 2100, 2150, 2200, 2250, 2300, 2350, 2400, 2450, 2500, 2550, 2600, 2650, 2700, 2750, 2800, 2850, 2900, 2950, 3000, 3050, 3100, 3150, 3200, 3250, 3300, 3350, 3400, 3450, 3500, 3550, 3600, 3650, 3700, 3750, 3800, 3850, 3900, 3950, 4000, 4050, 4100, 4150, 4200, 4250, 4300, 4350, 4400, 4450, 4500, 4550, 4600, 4650, 4700, 4750, 4800, 4850, 4900, 4950, 5000, 5050, 5100, 5150, 5200, 5250, 5300, 5350, 5400, 5450, 5500, 5550, 5600, 5650, 5700, 5750, 5800, 5850, 5900, 5950, 6000, 6050, 6100, 6150, 6200, 6250, 6300, 6350, 6400, 6450, 6500, 6550, 6600, 6650, 6700, 6750, 6800, 6850, 6900, 6950, 7000, 7050, 7100, 7150, 7200, 7250, 7300, 7350, 7400, 7450, 7500, 7550, 7600, 7650, 7700, 7750, 7800, 7850, 7900, 7950, 8000, 8050, 8100, 8150, 8200, 8250, 8300, 8350, 8400, 8450, 8500, 8550, 8600, 8650, 8700, 8750, 8800, 8850, 8900, 8950, 9000, 9050, 9100, 9150, 9200, 9250, 9300, 9350, 9400, 9450, 9500, 9550, 9600, 9650, 9700, 9750, 9800, 9850, 9900, 9950, 10000, 10050, 10100, 10150, 10200, 10250, 10300, 10350, 10400, 10450, 10500, 10550, 10600, 10650, 10700, 10750, 10800, 10850, 10900, 10950, 11000, 11050, 11100, 11150, 11200, 11250, 11300, 11350, 11400, 11450, 11500, 11550, 11600, 11650, 11700, 11750, 11800, 11850, 11900, 11950, 12000, 12050, 12100, 12150, 12200, 12250, 12300, 12350, 12400, 12450, 12500, 12550, 12600, 12650, 12700, 12750, 12800, 12850, 12900, 12950, 13000, 13050, 13100, 13150, 13200, 13250, 13300, 13350, 13400, 13450, 13500, 13550, 13600, 13650, 13700, 13750, 13800, 13850, 13900, 13950, 14000, 14050, 14100, 14150, 14200, 14250, 14300, 14350, 14400, 14450, 14500, 14550, 14600, 14650, 14700, 14750, 14800, 14850, 14900, 14950, 15000, 15050, 15100, 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50900, 50950, 51000, 51050, 51100, 51150, 51200, 51250, 51300, 51350, 51400, 51450, 51500, 51550, 51600, 51650, 51700, 51750, 51800, 51850, 51900, 51950, 52000, 52050, 52100, 52150, 52200, 52250, 52300, 52350, 52400, 52450, 52500, 52550, 52600, 52650, 52700, 52750, 52800, 52850, 52900, 52950, 53000, 53050, 53100, 53150, 53200, 53250, 53300, 53350, 53400, 53450, 53500, 53550, 53600, 53650, 53700, 53750, 53800, 53850, 53900, 53950, 54000, 54050, 54100, 54150, 54200, 54250, 54300, 54350, 54400, 54450, 54500, 54550, 54600, 54650, 54700, 54750, 54800, 54850, 54900, 54950, 55000, 55050, 55100, 55150, 55200, 55250, 55300, 55350, 55400, 55450, 55500, 55550, 55600, 55650, 55700, 55750, 55800, 55850, 55900, 55950, 56000, 56050, 56100, 56150, 56200, 56250, 56300, 56350, 56400, 56450, 56500, 56550, 56600, 56650, 56700, 56750, 56800, 56850, 56900, 56950, 57000, 57050, 57100, 57150, 57200, 57250, 57300, 57350, 57400, 57450, 57500, 57550, 57600, 57650, 57700, 57750, 57800, 57850, 57900, 57950, 58000, 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65200, 65250, 65300, 65350, 65400, 65450, 65500, 65550, 65600, 65650, 65700, 65750, 65800, 65850, 65900, 65950, 66000, 66050, 66100, 66150, 66200, 66250, 66300, 66350, 66400, 66450, 66500, 66550, 66600, 66650, 66700, 66750, 66800, 66850, 66900, 66950, 67000, 67050, 67100, 67150, 67200, 67250, 67300, 67350, 67400, 67450, 67500, 67550, 67600, 67650, 67700, 67750, 67800, 67850, 67900, 67950, 68000, 68050, 68100, 68150, 68200, 68250, 68300, 68350, 68400, 68450, 68500, 68550, 68600, 68650, 68700, 68750, 68800, 68850, 68900, 68950, 69000, 69050, 69100, 69150, 69200, 69250, 69300, 69350, 69400, 69450, 69500, 69550, 69600, 69650, 69700, 69750, 69800, 69850, 69900, 69950, 70000, 70050, 70100, 70150, 70200, 70250, 70300, 70350, 70400, 70450, 70500, 70550, 70600, 70650, 70700, 70750, 70800, 70850, 70900, 70950, 71000, 71050, 71100, 71150, 71200, 71250, 71300, 71350, 71400, 71450, 71500, 71550, 71600, 71650, 71700, 71750, 71800, 71850, 71900, 71950, 72000, 72050, 72100, 72150, 72200, 72250, 72300, 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**RAYMOND WAY** the hire purchase specialists—  
 HERE are five cast-iron reasons why everybody's  
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**ARLINGTON MOTOR CO. Ltd.**  
 HIGH Rd. Waltham Cross Herts.  
 TEL. Waltham Cross 2760.  
**VAUXHALL Velox 1949**, finished grey, very clean.  
**VAUXHALL 14hp**, 1948, finished black, reconditioned throughout.  
**FORD Prefect**, 1949, one owner.  
**A SELECTION** from our comprehensive range of used cars. May we have your further particulars?  
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**IF** you wish to sell your car for cash, write, phone or call.  
**GEORGE NEWMAN & Co.**, 369, Euston Rd., London. N.W.1. Euston 4466. [15023 R]  
**R. S. CURRIE & Co. Ltd.**, are cash buyers of all good low mileage, small hp vehicles—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [10655 R]  
**BROADWAY MOTOR**, want the cream of second-hand cars! Owners of low mileage 8hp to 12hp post-war models and of really good pre-war cars should consult Sales Dept. at 14, Russell Rd., Wimbeldon. S.W.19. Liberty 9484. [0623 R]  
**NAYLOR & ROOT, Ltd.**, are cash buyers of Austin 10, Ford, Hummer, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley—25, East Hill, Clapham Junction, S.W.19. Battersea 5272. Open 9-6 p.m. each week-day, including Saturdays. [10302 R]  
**AMBULANCES**  
**NEW** and used, large selection—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [124022]  
**MOBILE CANTEENS, KITCHENS, ETC.**  
**LARGE** selection of used vans and trailers, reduced prices, view Lawton-Goodman, 135, Cricklewood Broadway, N.W.2, or Stand No. 27, Commercial Motor Show, Exits Court. [103022]

## MOTOR CYCLES FOR SALE

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**AUSTIN** Hearse/Deck, 1947, unregistered, exclusive equipment, also 1939 six Beater Hearse, low cost.  
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**A. L. & SAUNDERS**, Hearse Coachwork Specialists, 14 (Fifty Limousines—Ready Service), Providence Court, North Audley Street, Mayfair-S941. [141006]  
**WOODALL NICHOLSON, Ltd.**, build the best hearses in the country; second-hand, quality stock; established 1946—Well Lane, Haulfax, Tel. 4231. [0795 R]

**ARTHUR MULLINER, Ltd.**, invite enquiries for the A de luxe hearse bodies they are building on the new Humber Pullman, Austin Sheerline and Austin 16hp chassis, deck body, or pedestal type supplied—21, St. Northampton, Tel. 907. [103019 R]

## TAXICABS

**TAXICABS** for sale, Austin 1945 model—Apply Goode & Cooper, Ltd., 171, Melbourne Square, Brighton. S.W.2. Tel. Rel. 2711. [19518]

## BOATS FOR SALE

**14-ton T.M. Sun**, Bermuda built 1950 of teak wood and mahogany at approximate cost of £6,000, diesel engine, 5 permanent berths, well fitted out, excellent home, preferred, open to any survey, valued at £3,500; would exchange for late model Rolls-Royce or Bentley (adjustment)—Box 2574. [1951]

This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

## PALMERS MOTORS, Ltd.

**1949** Austin 25cwt van, 5-way loader, unwritten, excellent condition; £375; exchanges, terms. Ford, York St., Twickenham, Putneygrove 1930. [15034 R]  
**GUY ALFREDE & Co. offer:—**  
**1950** Austin A40 pick-up, small mileage, superb—6-7, Warren St., W.1. Euston 3265. [15109]  
**CLANFIELD LAWRENCE offer:—**  
**1951** Austin A40 pick-up truck, 18,000 miles, one owner, excellent throughout; £470—407, High Rd. W.12, Finchley 0921. [12053]  
**METROPOLIS GARAGES, Ltd. offer:—**  
**NEW** 1952 Standard Vanguard van actually in stock; superb model, unregistered, at list price; £350, Bus P.T. [15104]  
**METROPOLIS GARAGES, Ltd.**, Macleod Rd., W.14. Tel. Sue 5385. [1914]  
**W. J. BROWN, Ltd.**, for guaranteed Fords. [11227]  
**1947** (July) Fordson Thames van, special body, sliding doors to cab, roller shutter at rear; £350. [15104]  
**W. J. BROWN, Ltd.**, Established over 30 years, Finchley Rd., N.W.3. Hamstead 4414. [15105]  
**339** Ford Bros. MOTOR CO. (LONDON), Ltd. [15105]  
**R** **1949** (Oct.) Ford 10 van, recon. engine, immaculate £325—Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [15048]

## LYNE, FRANK &amp; WAGSTAFF, Ltd. offer:—

**1950** Morris Commercial J type 10cwt van, mileage 4,000, one owner, in plain colour; £295. [15105]  
**1946** Ford 10cwt, body reconditioned throughout, good mechanical order; £265. [15105]  
**1938** Morris 10cwt van, reconditioned throughout, finished in new colour to choice; choice of four; £200. [15105]  
**LYNE, FRANK & WAGSTAFF, 5-5, Crouch End Hill, N.8. Mountview 4401. [12058]  
**MORGANS GARAGE (HOUNSLOW), Ltd. offer:—**  
**1948** Commer 25-cwt van with sliding doors at front, all types as new, excellent condition mechanically, in primer; £365. [11227]  
**1949** Fordson 10-cwt van, 34,000 miles, reconditioned engine, finished in new colour; choice of four; £350. [11227]  
**MORGANS GARAGE (HOUNSLOW), Ltd. 730, London Rd., Hounslow, Tel. Rounslow 4422. [11227]  
**1950** (November) Morris 10cwt J-type van, unlettered—Ernest Sutton, Tel. Rogate. [154023]  
**FORD** 10cwt van, 1946, good condition; £200—Waterside Engineering Co., Bradwell-on-Sea, Essex. Tel. 247. [11227]  
**BRADFORD** vans for sale serviced by us, main agents since 1922—Buntins's Motor Exchange, Bonnersfield Lane, Hailrow, Tel. 6225-6. [10284 R]  
**1949** Ford 8hp 5-cwt van, 18,000 miles only, new works reconditioned engine fitted, repainted cream and black, many extras £250. [15105]  
**ROBBINS, 98-99, Upper Richmond Rd., East Putney, R.S.W.15. Tel. 4581. [11684]******

**1947** (November) Bradford 10cwt van, excellent condition throughout; £225—Buntins's, Jovett Main St., Hailrow, Tel. 6225-6. [11684]  
**1950** Ford 5-cwt plain blue van, 12,000 miles, taxed; £315 or exchange—Rays Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [15059]  
**1949** Austin A40 pick-up, brand new engine and good all-round condition; £375—King's Motors, 1, High St., Hounslow, Tel. 5532. [152045]  
**1952** Austin 25cwt open back chassis and cab; list price £702.45, new John Whalley, 181, London Rd., Bishop's Stortford, Tel. 181 or 182. [154051]  
**JOWETT** main agents for the Bradford 8-10cwt vans and light trucks—Saxon Jeffries, Ltd., 52, Wilmshurst Rd., Didsbury, Manchester 20, Tel. Didsbury 346. [10404 R]  
**1949** Fordson 10cwt, beige, unwritten, excellent condition, meticulously serviced; £245. Dockfield Stores, Nr. Farnham, Surrey, Fresham 15. [15105]  
**1951** Bradford 10cwt van, cellulosed blue, 6,000 miles, as new, subject covenant; £360—Jovett Sales, 140, Golders Green Rd., N.W.11. Speedwell 0012. [154004]  
**1949** model Fordson 10cwt van, black, unwritten, very low mileage, taxed, excellent tyres and condition; £345—Alley & Bernard, Ltd., 572 King's Rd., Chelsea, F. 7545. [18137]  
**Commercial Vehicles Wanted**  
**WANTED** 1947-50 Fordson 5-cwt and 10-cwt vans—Arthur E. Gould, 20-22 Regent St., W.1 and 8-14, Meard St., Soho, W.1. Latham 1594-5. [10102 R]

## NEW &amp; USED CARAVANS, TRAILERS ETC.

## NEW CARAVANS

**A CARAVAN** Barnum!  
**YES**, so many while admitting that I am U.K.'s largest distributor, say "He is a showman." Of course I am! But Barnum gave good value to his customers and could claim years after year in the National Press that I have U.K.'s largest selection and the only offer free year's guarantee with a free van lent for a faulty one and all repairs free and get away with it for ten years! Read the testimonials every month in "The Caravan" and see the folk who have written them, and their vans! In addition, there are free returns to the Caravan Association and if you bought and free delivery beyond 80 miles, etc., the help of the Caravan Residents' Association—if you join it to get and keep you a site. (Suppose you buy a van from a site owner—with a tiny selection who will put it right if it goes wrong as so many do? And if he does "give" you a site—what is to stop him changing you out next week on some trumped up, plausible excuse, so he can get another commission? Join the Caravan Residents' Association (which costs me £4,000 a year) and fight for justice! Good h.p. terms and part exchanges—So why not send for 10p of brochure and advice articles to Dept. A.C., Taplow, please A. S. Jenkinson Ltd. Our equal selection London Branch, Oxford St., London, W.1, corner Rathbone Place. Tel. Latham 5606/7. 2 mins. from Tottenham Court Rd. Tube Station; open till 9 p.m. 7 days a week also at Bath Rd., Taplow, Bucks. Tel. Maidenhead 5454. 5-6; always open; easy to reach—right on Main A4, outskirts Maidenhead; Taplow Station 3 mins. Now open; Hammer Smith Branch (corner of Sussex Place and Hammer Smith Bridge Rd. W.6); 1 min. Hammer Smith Broadway; open till 8 p.m. every day.  
**1175**—Sprite Cote, 3 berths; £230—Sprite 4 berths, 1111; £320—Sprite Major, 4 berths, 251; all ex-works tempered massalite, gas lighting and cooking—View at Farnham, Ltd., 160, Powis St., S.E.16, Tel. Woolwich 547. [152018 R]

## NEW CARAVANS

**A S** distributors of all leading makes of reliable caravans, we offer quick delivery of Statesman, Courier, Consul, Marston, Invictor, Woody, Raven Cottage, Camptester, Lynton, etc. we can offer the most attractive hire purchase terms and advance delivery and sites with water and sanitary facilities—Write for free copy of Caravan Topics.  
**WATFORD CARAVANS, Ltd.**, Hall Park Garage, Berkhamstead, Tel. Berkhamstead 1570-71. [10035 R]  
**LONDON CARAVAN Co., Ltd.**—One of the World's largest and oldest established distributors and agents for caravans of repute. Stocks of National Caravan Council approved models. If you cannot call please write or phone for full information now to our head office at 1165, Epsom Road, Epsom (1165 and 1166) or "Court Mount," Canterbury Rd., Birchington-on-Sea, Thanet 41657. [0549 R]

## NEW AND USED CARAVANS

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## CARAVANS FOR HIRE

**MOBILE** 1941-52 caravans for hire, large choice up to six berths—Sparrow, Framley, Ousgar Rd., Dunmow, Essex. Tel. 7. [18397]  
**HIGH-CLASS** mobile caravan hire fleet, latest models, specialised service—Brook Pendow House, Westfield Rd., Bishops Stortford, Tel. 501. [19385]

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**ELSTREE** and Birchington-on-Sea, two of Britain's finest caravan sites—London Caravan Co., Ltd., Barnum's, Epsom Road, Epsom 1564, and Court Mount, Canterbury Rd., Birchington-on-Sea, Thanet 41657. [10355 R]

## CARAVAN EQUIPMENT

**WORTH** caravan and trailer, chassis undersears, couplings, jacks, jockey wheels and all component parts; write for lists—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [10095 R]  
**HOLDER-GRAISELEY** caravan chassis, axles, ball couplings, jockey wheels, etc., sound design and superior workmanship—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton 0441. [10441 R]

## CARAVAN ACCESSORIES

**CAR** makers approve Witter towing brackets—Witter, 134, Foregate St., Chester. [10573 R]

## TRAILERS

**PRATT** trailers, 3- to 6-cwt carrying capacity for touring, camping, motor-housing, etc. Pratt Engineering Co., Northlitherton, Yorks. [10547 R]

**LONDON** stockists for Brookhouse and Taskers trailers for private and commercial purposes; delivery from stock; caravans, trailers supplied by S. & Son, Ltd., Morris House, Morden Rd. S.W.19. Liberty 6221. [10161 R]

## CARAVAN JOURNALS

**FOR** all the technical and trade "gee whizz"—The Caravan and Trailer Magazine, a magazine for motor traders and private enthusiasts; specimen copy 1/6 from M. Burt, Publisher, Link House, Store St., London, W.C.1. [10543 R]

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**H. F. EDWARDS & Co., Ltd.**, sole A.C. distributors for London, Middlesex and Surrey, invite retail and trade enquiries for the outstanding 2-litre A.C. saloon and Buckland sports touring, illustrated brochures and delivery quotation upon request, demonstration with pleasure, sales and service.—H. F. Edwards, 200, Gt. Portland St., W.1. Lancham 0212. [N2003]

## ALLARD

**ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1. 8-14, Meard St., Soho, W.1. [N2003]

**LANGHAM 1594-S.**

**MAIN** distributors for all Allard models.

**PHONE** or write for details or demonstration. [0480 R]

**DAGENHAM MOTORS, Ltd.**, distributors for Middlesex, Hertfordshire, Bedfordshire and Essex. 56, Park Lane, W.1, Regent 4066, 574, Ealing Rd., Acton, Middx., Perivale 5506. And 8 and 12, Sangle Rd., Catford, S.E.6. Hither Green 3521. [N1086]

## ALVIS

**SCOTLAND.** ALVIS sales, spares and service.

**JAMES H. GALT, Ltd.**, the Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0751 R]

**CHARLES FOLLETT, Ltd.**—ALVIS repair specialists. [0751 R]

**OFFICIAL** Alvis spare parts stockists.

**TRADE** supplied.

**SERVICE**, Barnsdale Yard, off Elgin Avenue, W.9. Tel. Gurnadine 5956-74. [0507 R]

**MANCHESTER**—ALVIS main agents: sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnside Lane, Mer. 19. Run. 2874-5. [0525 R]

## ARMSTRONG SIDDELEY

**PASS & JOYCE, Ltd.** LONDON and district distributors for the new distinctive Armstrong Siddeley car. [0711 R]

**HENLEY'S, Ltd.**, 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Blackfriars 7643. [0603 R]

**WILSON'S AUTOMOBILES & COACHWORKS, Ltd.**, offer from stock a brand new Hurricane Armstrong Siddeley drop head coupe, list price £1,726, incl. p.t. hire. [0710 R]

**ARMSTRONG SIDDELEY** also available for self-drive hire. [0710 R]

**34**, Acre Lane, Brixton 4011-2-3. [0554 R]

**1-3**, Dorking Rd., Epsom 5901-2-3. [0554 R]

**MIDLAND AUTOCAR Co.**, offer from stock a brand new Whitley Armstrong Siddeley saloon, at list price, £1,557 incl. p.t.—14, 16, 24, Russell St., Leamington Spa, Tel. 105 Leamington. [1005 R]

## ASTON MARTIN

**PIPPBROOK GARAGE**—We are officially appointed agents for Aston Martin and Lagonda cars.—London Rd., Dorking 3591. [1005 R]

**HAROLD RADFORD & Co., Ltd.**, officially appointed Aston Martin retailers.—Sales and Service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [N2047 R]

## AUSTIN

**C. THE CAR MART, Ltd.**, London Austin Distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1, Euston 1212. [0351 R]

**MEERES & MEERES, Ltd.**, (Est. 1895), 1, The Austin People. [0710 R]

**ARE** accepting orders for future delivery of all models.—The Broadway, Mill Hill, N.W.7. [N3012 R]

**SHERLINE**, choice of two available immediately.—S. Herbert & Mills, Church Rd., Ashford, Middx., Tel. 2960. [N2005 R]

**BREW BROTHERS, Ltd.**, agents for Austin cars sales and service.—153, Old Brompton Rd., S.W.7. Kensington 2468. [0710 R]

**J. F. DOVE, Ltd.**, main dealers and vehicle distributors, Austin. See all the models at 111-115, Addison Rd., Croydon. Addiscombe 3066. [N1077 R]

**FERRARIS OF CRICKLEWOOD, Ltd.**, the well-known Austin dealers, are pleased to accept orders for new cars in the Austin range, including the new A50. [N1077 R]

**FERRARIS OF CRICKLEWOOD, Ltd.**, 99-220, Cricklewood Broadway, N.W.2, G.A. 2234. [N2006 R]

**PRIDE & CLARKE, Ltd.**, offer immediate delivery of Austin Sheerline and A50 saloons, convertibles (free) order your new Austin now.—237, Brixton Hill, S.W.9. Tel. 3664-5. [0735 R]

**DELIVERY** new Sheerline and Princess saloons, 160+ hire, other models in rotation, from the South London Austin Depot, Pym's & Stevens, Ltd., 57, Acre Lane, S.W.2, Brixton 1155. Repairs and service to Austin exclusively. [0609 R]

## BENTLEY

**DAVID ROSENFELD, Ltd.** OFFICIAL Manchester Bentley and Rolls-Royce retailers. [0710 R]

**SHOWROOMS**: 76, Deansgate, Manchester. [0710 R]

**PHONE**: Blackfriars 4662. [0710 R]

**SERVICE** station: Chetham Hill Rd. [0710 R]

**MANCHESTER**, 8, Tel. Blackfriars 2302. [10506 R]

## BENTLEY

**CAR MART, Ltd.** OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI, with special coachwork, insurance, 219-221, Balham High Rd., S.W.15. [0734 R]

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [N1039 R]

**ROSE, Ltd.**, Northampton. OFFICIAL Bentley retailers. [N1039 R]

**SHOWROOMS** and service. [N1039 R]

**MAREFAIR**, Northampton, Tel. 4540. [10569 R]

**RIPON BROS., Ltd.**, the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork, Rolls-Royce specialists since 1905.—Glasgow Bros., Ltd., Baddeney, near 7070 (10 lines). [0249 R]

## BOND MINICAR

**RAYMOND WAY, Ltd.** RAYMOND WAY, of Kilburn. [N1042 R]

**RAYMOND WAY, The Bond Distributors.** [N1042 R]

**1952** Bonds for early delivery; special service department particularly for Bonds under Bonded service manager; spares for all models; free advice to all Bond enthusiasts, apply for demonstration to our new Post-War Car Department.—Kilburn Bridge, N.W.6, Maude Vale 6044 (20 lines). [10550 R]

**BOND MINICAR**—Central Garage, Croydon, distributors for Bond Minicars, offer complete sales, spares, service facilities, demonstrations arranged, part exchanges, terms, etc.—Central Garage, Tel. Rd., Croydon 7464. [N1042 R]

**BOND MINICAR** distributors: see, try, pay deposit and drive away in the world's most economical light car; all the latest models from £267/8/4 or £39/3/4 deposit, balance over 18 months; exchanges welcomed.—Fridge & Clarke, Ltd., Stockwell Rd., S.W.5, Brixton 6331. [0582 R]

**CLAUDE RYE, Ltd.**, have the 1952 Bond Minicar in stock for immediate delivery, choice of colours, terms 12 months. Pay deposit and drive away! Don't wait for the spring make sure of one of the 12. Write for catalogue and full details.—492-521, Fulham Rd., London, S.W.6. Renown 6174. [1075 R]

## BRISTOL

**A.F.N. Ltd.** OFFICIAL Bristol retailers. [N2015 R]

**FALCON Works**, London Rd., Isleworth, Tel. Hounslow 6011. [N2015 R]

**KEVILL DAVIES & MARCH, Ltd.** OFFICIAL Bristol retailers. [N2015 R]

**41**—42, Hay's Mews, Berkeley St., W.1, Gros. 2563. [0295 R]

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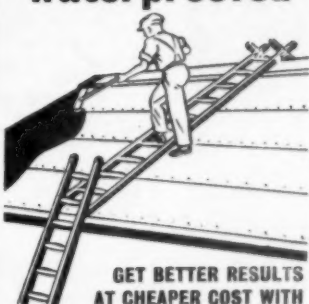
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YEAR .....

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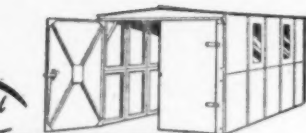
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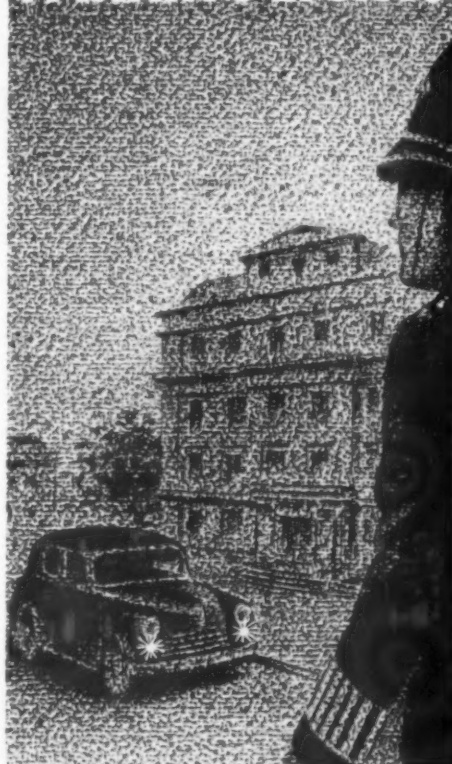
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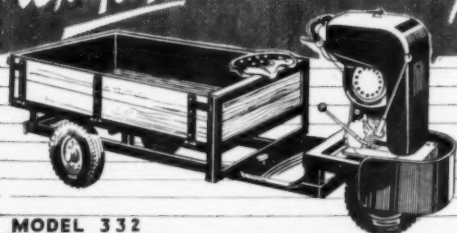
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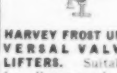
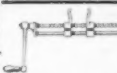
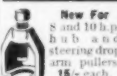
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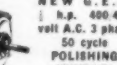


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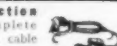


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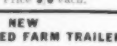
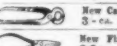


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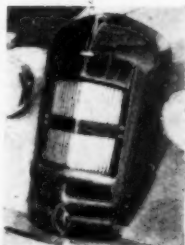
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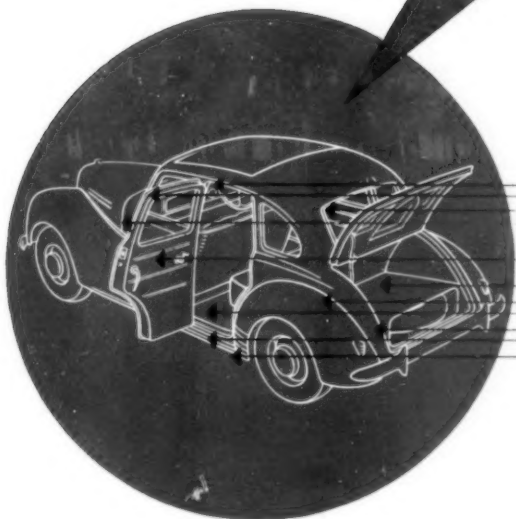
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